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FROM

*The Publishers*







**THE**

**RAILWAY CONDUCTOR**

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**VOLUME XVII.**

**1900.**

**CEDAR RAPIDS, IOWA.**

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# The Railway Conductor

OCTOBER, 1900.



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CEDAR RAPIDS, IOWA.

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# RAILWAY CONDUCTOR

VOL. XVII.

CEDAR RAPIDS, IOWA, OCTOBER, 1900.

No. 10.

## A TRIP TO TRAPPERS LAKE.\*

W. D. A.

"Jack Collins!"

The above exclamation was one of pleasure, surprise and gratification. Jack Collins was my old college chum whom I had not seen since the day we left our alma mater six years before. I went south to engage in business, while Jack went to Europe and the orient as a representative for an eastern house. I had often wondered where he was, but felt quite sure that wherever he was he would feel as much at home as in his native town.

"At your service," came the answer as coolly as if it had been but as many hours instead of years since we parted.

"Come in here and be seated and tell me how you happen to be here," I said, opening the way to my little office and placing an easy chair at his service.

Reaching over and selecting a cigar from my box, which stood open upon the table, he began.

"Let's see; about six years since we left college, isn't it?"

I nodded.

"Well, I spent three abroad while representing Palmer & Hart, then struck San Francisco as the first excitement arose over the vast discoveries of gold in

Alaska. I resigned and sailed within a week for St. Michaels, where I succeeded in getting into an expedition that had for its destination the Klondike region. After leaving St. Michael and when we had proceeded about two hundred and sixty miles our guide deserted us and left the party to shift each for himself. In our party was an old 49'er who was about sixty-nine years of age. He had had experience in all kinds of mining, but

years were beginning to tell upon the poor old fellow and the rate at which we were proceeding was proving too much for the old man, notwithstanding the assistance we lent in dividing his burden among us. At last he declared that he could not keep up and told us to continue without him. I felt that I could not desert him, so on



HALF WAY UP PIKE'S PEAK.

the following morning the party moved on, leaving old man Bennett and myself alone on the trail. I need not dwell upon the incidents of our journey further than to say that we continued slowly, prospecting as we went. We came to a little creek which we crossed and left the trail about twenty miles behind. Bennett was discovering more abundant signs as we proceeded, and on the third day we discovered a small lake with a shallow beach.

\* Illustrations courtesy Santa Fe Railway Company.

Here we camped for the night. Bennett had gone after some water to prepare breakfast when I heard him shout, 'we have found it at last. A million apiece.'

"I ran down hastily to where he stood in the shallow water scooping up the gravel with both hands, and in it were hundreds of coarse grains of gold. Well we stayed there three months and cleaned out half a million between us, and then came the trip back to St. Michaels, which had too many hardships to relate. We

will hunt and fish until we are tired. What do you think of the proposition? You need rest old fellow; now don't say 'business' prevents."

I could not well decline such an offer, especially coming from dear old Jack. We sat long into the night discussing plans for the trip, and parted with the understanding that we would meet on the morrow at his hotel.

On the following morning I had the pleasure of meeting the other members



UPPER TWIN LAKE BETWEEN BUENA VISTA AND LEADVILLE.

took the same steamer to Seattle, where he assigned all interest in the claim to me for my kindness during our companionship. I then began knocking around as we used to say, seeing the sights and enjoying nature as only man can who roams through the wood with gun and rod. I learned that you were in business here and thought I would take a run down to see you and ask you to join our party who are on the way to Colorado, where we

of the party, all fine fellows and lovers of any sport in which the taking of the finny tribe or the sure eye over the gun barrel was involved. Within three days we found ourselves aboard a Santa Fe train with Grand Junction as our destination. A jollier set of fellows never started on a trip than ours. The sights en route were like a beautiful panorama to me, and I was lost in wonder at their grandeur. Leaving Canon City we took our station



on the rear platform, the better to witness the wonders of nature. We were amply repaid, for sights between here and Salida were simply sublime. Other sights between Salida and Grand Junction added to the panoramic view which was intensely interesting. Arriving at Grand Junction we took the D. & R. G. to Glenwood, where we struck out to the north and east for our final destination, Trappers Lake. Arriving here we struck our tent and took in our surroundings, which were all we could wish. The following morning after a hearty breakfast, rods and reels were secured and each angler betook himself to a point which promised the best advantages for trout fishing. They bit voraciously and fought like demons, and when we were ready to return there was not one but whose arms did not ache with the exertions made to land them any fish which constituted our catch. A tussle with a three pound trout is no child's play, and when a six or eight-pounder gets hold of the hook there is likely to be trouble for the disciple of Isaac Walton. There was no time during our stay that we wished for excitement of this nature but as larger game was within easy reach we determined to work westward toward Marvine Lake which was not far distant. We "pulled stakes" accordingly and next pitched our tent in the vicinity of this lake. Here we found game in abundance from the humble cottontail to antelope and mule deer, and an occasional bear. Our trip to this place was abundantly re-

warded for we were successful in securing a number of fine specimens of each variety of the larger game which added to our pleasure. On one of our



CATHEDRAL SPIRES, GARDEN OF THE GODS.

daily trips I was in company with Fred Bloesch, a native of Switzerland and one of our party. We were looking for anything in shape of big game. Fred was in advance about a dozen rods when suddenly I saw him signal to me to remain quiet. Then he raised his Winchester and quickly fired. In a moment I heard a crackling of bushes and saw Fred hastily take aim and fire another shot.

"Run, run," he shouted, "he's after us."

Fred ran a few steps to the nearest tree; then with the agility of a monkey he began to mount it.

"Climb a tree," he shouted to me.

I then saw what had excited Fred's fears. A large, brown bear badly wounded had started in pursuit of his adversary but before he had been able to reach the tree had fallen. I hastily gave him a "compliment shot" and then realizing the ludicrous situation, I availed myself of the opportunity of having a little fun with Fred. I shouted:

"Climb, Fred, he's coming after you."

Fred lost no time in getting higher while I ran to the foot of the tree that he was scaling for dear life, and grasping a



ABOVE THE HALF-WAY HOUSE, PIKE'S PEAK.



limb upon its sides began to growl in a manner that was imitative of a bear. Poor Fred climbed as he never did before and after reaching the slender branches, which scarcely bore his weight, took his last look at what he supposed to be his pursuer. His chagrin may be imagined when upon looking down he found that he had been the subject of a huge joke, and that all that remained of his pursuer now lay still in death.

At his earnest solicitation I promised to say nothing to the party concerning his acrobatic exercise but a merry twinkle in my eye at meal time was met with a



MOUNT  
OF THE  
HOLY CROSS.

warning look from Fred which meant a caution to remember my promise.

After a stay of five weeks we again pulled stakes and began our preparations to return to civilization. The route mapped out was along the White River following the base of Book Cliffs to Rifle on the D. & R. G. Our return trip was rewarded by considerable success in securing

both game and fish, and on our arrival we had a number of fine antlers to carry home as trophies of the hunt.

The territory is so well traversed by railways that any person desiring to hunt or fish can do so at almost any point in the state of Colorado. The Santa Fe offers unsurpassed facilities in this connection and during our trip we were not only well taken care of but were afforded opportunities to visit many places of interest and sublime sights through the courtesy of the company and its employees. A trip over these lines will more than reward those contemplating a summer vacation.

On our return trip we visited a number of most interesting scenes, among which was Hagerman Pass on the Colorado Midland, about midway between Muckawango and Leadville.

The climb over the Continental Divide begins at Arkansas Junction, 9,706 feet. Lake Park, threaded by the Arkansas River is seen 2,000 feet below. The way upwards is carved out of solid rock—a precipice above and beneath. By means of loops, trestles and other adjuncts, the ascent of a seemingly impassable barrier is accomplished. Grade and topography necessitate wide detours, affording glimpses from



COG ROAD UP PIKE'S PEAK.



various vantage points of scenes only comparable to those among the Alps.

The train crosses Hagerman Pass at an altitude of 11,500 feet. This the dividing line of the continent, water flowing eastward to the Atlantic and westward to the Pacific. The outlook baffles adequate description. Then begins the Pacific Slope descent, down the Frying Pan and Roaring Fork Rivers to where those dashing torrents enter the Grand River at Glenwood Springs. At Hell Gate the track curves and twists for fourteen miles to reach a point half a mile below. Points of interest between Hagerman and Glenwood are: The charcoal pits at Sellar, where a view is had of Mt. Nast; Red Rock Canon; Seven Castles, massive cliffs of red sandstone; Snow-mass Mountain, seen from Basalt; also Aspen, Smuggler and Sopris Mountains near the town of Aspen. Should this trip be made over the Denver and Rio Grande Railroad to Glenwood the route is slightly different, but the scenery is of similar grandeur.

Another grand view of nature's handiwork is seen at Royal Gorge.

From Parkdale to Canon City, a distance of eight miles, the Arkansas River rushes down a narrow canon, the walls of which rise at times to the dizzy height of half a mile. In places the passage-

way barely accommodates railroad and stream. Midway in this wonderful chasm is the canon's grandeur—the famous Royal Gorge. As the train approaches this point from either direction it seems as if there were no opening ahead, but apparent obstacles vanish when the curve is rounded. The train stops a moment at the Hanging Bridge, built across the gorge, here only 50 feet wide at the base and perhaps 75 feet wide at the summit. A series of iron braces stretches from wall to wall, with hanging rods supporting the track and forming a suspension bridge that clings to the cliff and runs parallel with the course of the river.

The Canon of the Arkansas River is, all things considered, the most stupendous of its kind in Colorado. Verdureless red rocks jut out and tower to a tremendous elevation until their splintered summits seem to touch the sky. Its sunless depths are deeper, its shadows are intenser, its cliffs steeper and more massive, and its stream of greater volume than any other similar chasm in this region.

In four days time and at a moderate cost, one may travel more than a thousand miles among the Rocky Mountains of Colorado and return to starting point without twice traversing the same



ANIMAS CANON.



SEVEN FALLS—SOUTH CHEYENNE CANON.

region, except between Denver and Pueblo. This remarkable tour is appropriately termed "Around the Circle," because the traveler who avails himself of it makes a complete circuit of the southwestern portion of the state, where are located many of its most noted scenic attractions.

The journey is by rail, with a short stage ride on one of the optional routes, and affords opportunity of obtaining a very satisfactory general knowledge of Colorado's topography and resources. While the round trip may be made in four days, the ticket holder is permitted a longer period. At least ten days ought to be devoted to the Circle tour, so that one may leisurely inspect the principal sights and occasionally gain needed rest from the unavoidable fatigue incident to railroad travel. By allowing longer time, at least a day can be spared for stopping at each of half a dozen noted points.

The route is over the Denver & Rio Grande Railroad. Beginning at Denver,

the daily excursion train passes through Colorado Springs and Pueblo and over Veta Pass to Alamosa, or one may go from Pueblo through the Royal Gorge and over Ponca Pass to Alamosa. For a slight extra charge a side trip can be taken from Alamosa to Wagon Wheel Gap and Creede. Leaving Alamosa and crossing San Luis Park the route is through Toltec Gorge, Cumbres and Amargo to Durango. There are two optional routes leading north out of Durango, either through Dolores Canon, Rico, and over Lizard Head Pass to Ridgway—or via Animas Canon and Silverton to Ouray, including a two hours' stage ride, Ironton to Ouray, over the famous toll road through the Uncompahgre Canon.

The main line of the Denver & Rio Grande is reached at Montrose. Here begins the homeward segment of the circle, passing through Cimarron Canon, Black Canon, across Marshall Pass and down the Arkansas river to Pueblo, thence to Denver.



THE ROYAL GORGE.

The round trip above mentioned does not include the transcontinental division from Salida through Leadville, over Tennessee Pass and down the Grand River. Along this latter route the scenery has a national reputation.

Going "Around the Circle" the Continental Divide is crossed and recrossed at elevations of nearly two miles above sea level. The abyssmal depths of five noted canons are penetrated and four mountain passes are surmounted. Picturesque, idyllic valleys, mining camps with their ponderous machinery and brawny laborers, cliff dwellings, Indian reservations, plains and peaks, glistening rivers and icy crevasses—these different objects so rapidly succeed each other as the train whirls by that the tourist is busied recording even surface impressions.

Some memorable scenes are herein reproduced from photographs. They fairly represent a multitude of other equally impressive and lovely views in the same localities. But the tourist must supply his own interpretation.

Our last inspection was a visit to The Garden of the Gods near Colorado Springs.

We were sitting in the Antlers Hotel at Colorado Springs just seven weeks after our arrival in Colorado, discussing the time for our departure when Jack was handed a telegram from the New York Mining Investment company asking him to name his price on his Alaskan claim. Without any hesitation he replied that it was not in the market. Then turning to us, said:

"This is just such a company as I would like to incorporate as the Alaska-Colorado Hunter's company. We have been together too long to be separated now and I have decided to make each one of you an equal partner in the concern. What do you say to my proposition?"

There was not one but relished the idea of a trip to the land of gold and before midnight it was decided to arrange our business in the states and unite our fortunes in search of a different kind of game. The morning found us enroute over the Santa Fe for home with the purpose in mind of crossing the continent in early spring as a new company organized to wash our fortunes out of the sands of the little lake hundreds of miles from civilization on Alaskan shores.



## TRIBULATIONS.

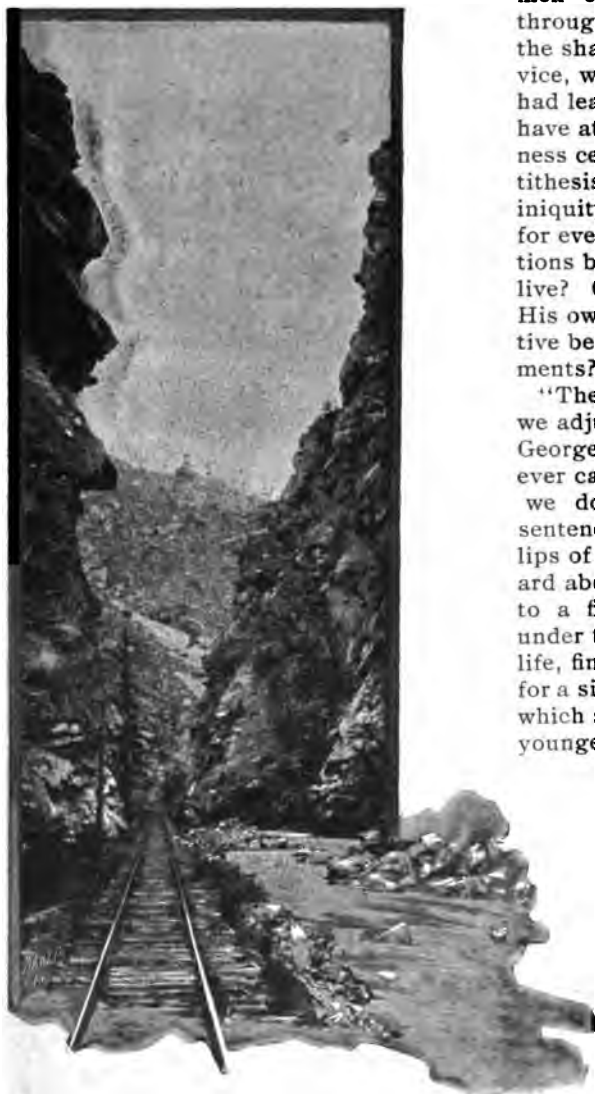
BY JOSE GROS.

We are acquainted with a fine man about 65 years old, a retired lawyer who lost his wife some three years ago, after a long and painful sickness of five year's duration. For some reason or other he lives away from all his old friends and relatives in the large city of his nativity, about thirty miles off. To be sure, he has made his own circle of friends in our town during his three years stay here, but still he has all along acted like a fish out of water, if a fish could carry some kind of life out of that element. The man is far from poor, not less than something like \$60,000, or \$3,000 income, about enough for a man to keep himself respectable if he has no family obligations, and just enough to keep himself in hot boiling water most of the time if he wants to have a family. All because of our ridicu-

lous, unnatural civilization, but let that go for the present. The man is yet healthy and vigorous and needs to do something. Therefore, when he is not traveling across oceans and continents, in search of emotions, he is preaching the gospel in chapels and rooms where we collect our reformed people. Just as if we fine fellows did not need reforming far more than any set at the bottom of the social pit! Let that go too, just now, since we propose to fish in another pond for a few minutes.

Yes, we propose to fish in the pond of tribulation. Here the majority of our readers may say, but what kind of tribulations can a man have, when in good health, a \$3,000 income from investments and no family to keep, particularly at the age of 65, and after having tasted the joys

of matrimony? The man is a fine talker, when he is not inclined to talk too much, particularly with ladies around the age of 30. He is intelligent, has come in contact with some of the best lawyers of the land and choice people. And he is so intensely religious that, when not traveling, one of his great troubles is to find people christian enough with whom to board and live. And this happens in a town where most of our people are christian to the brink of destruction.



Don't you see, to begin with, how every one of us is apt to create tribulations which do not enter into the order of God any more than chaos, anarchy and disorder in the skies and horizon around? Every whim of our own, even in the religious or spiritual line, is bound to bring troubles that God never planned for us to have. All troubles are the product of our own follies, personal or social. Of course, that, in the divine plan, all trouble is meant for teaching purposes, but have men ever learned much of anything through trouble, tribulation, sorrow, in the shape of poverty, disease, anxieties, vice, wars and rumors of war? If they had learned anything at all they would have at least established social righteousness centuries ago. Why not? The antithesis of social righteousness is social iniquity. How can the latter fail to evolve for every one of us trouble and abominations by wholesale and for as long as we live? Can God destroy His own logic, His own reasoning powers, His own creative beauty in physical and moral developments?

"There is benefit in all chastisement if we adjust our minds to it." That is from George Eliot. It is the best sentence we ever came across on the subject, although we don't consider it complete. That sentence is placed by George Eliot on the lips of an English rector of high standard about 50 years ago, and is addressed to a fine young woman, who, brought under the fumes of English aristocratic life, finds herself suddenly forced to look for a situation as a governess, through which salary to help keep her mother and younger sisters from starvation, the family having been ruined by the wild speculations of the concern that was taking care of the wealth or investments of that family and others.

There we have one of the boundless tribulations which come to almost all men and families under a social status resting on the principles of the gambling house. It comes to some through the deprivation of large sums, to others through that of salaries or wages, or the shrinking of them, or from their

CLEAR CREEK CANON, NEAR BEAVER BROOK, U. P. D. & G. RY.  
(Courtesy Santa Fe Railway Company.)



irregularity, uncertainty, etc., poverty or fears of it! Sometimes the latter are worse and more fatal than the former. And what about the disease which comes from poverty or fears of it, from wealth even, boundless and certain if you like? And what about the vice, degradation, crime, meanness, etc., that directly or indirectly comes, sometimes from poverty, sometimes from wealth, very often from the disease, which would never come without wealth or poverty? Can you tell me of a single personal tribulation, pain or trouble, of a single mean, low habit or tendency that could long exist if not fed

ever, do what George Eliot indicates, what common sense implies, as the only means by which we could learn something from our tribulations, chastisements, or call it what you prefer. We seldom, if ever, adjust our minds to the misfortunes we create. Hence we seldom, if ever, derive any benefit from them. Hence, what they call perfection through afflictions is a meaningless phrase, a cheat, and a spiritual one, too. Afflictions come in an incessant avalanche to every one of us. Madam Perfection never comes. We have not been taught how to have that madam pay at least a short visit to the earth. We



THE WORLD FAMOUS "LOOP," U. P. D. & G. RY., NEAR GEORGETOWN.  
(Courtesy Santa Fe Railway Company.)

by social abnormalities, by national stupidities, the products of vile, wrong, infamous, human laws, concocted, devised, defended, perpetuated by the bulk of the best types in each social organization? You cannot. No man can prove that troubles of any special weight or duration, or sins of any gravity with prolonged bad effects could last for any length of time under a normal social status respecting the golden rule in all civil, political and industrial adjustments. That is self-evident. If it was not, then our conception of heaven would be an aberration.

We all can now see that we seldom, if

all are yet first-class barbarians, longing for the joys we may be able to get at the expense of others. We never even dream of working for joy universal. We can only conceive life as a mixture of good and evil, of poverty and wealth, of ignorance and wisdom, of generosity and greed, of charity and prayers, all without—Social Justice!

The man we have indicated is but the type of about 2,000,000 in our nation. If only half of them could stand by the real gospel teachings for any two years, as citizens of the nation, we would have God's kingdom on earth in five or ten more years. Not even 500 men out of

## THE RAILWAY CONDUCTOR.

those 2,000,000, the cream of the nation, care a tallow candle for the kingdom of God. They prefer their own kingdom, the kingdom of dishonest wealth distribution. They want the kingdom of boundless tribulations, with as many imperfections as possible.

Below those 2,000,000 men, superior

types, so called, we have 14,000,000 men, plain people. Sooner or later they must try to live their lives and think with their own brains. The destinies of modern nations are in the hands of the plain people everywhere. The superior types are beyond the power of redemption, we fear.



## CONDUCTOR PAT FRANCIS.\*

BY FRANK H. SPEARMAN,

Author of "The Nerve of Foley," "The Million-Dollar Freight Train," and Other Stories.

HOW THE YELLOWSTONE EXCURSION ESCAPED ITS PURSUER.

There had been some talk at headquarters about our conductors. It was intimated, and freely, from the auditing department that the men of the punch were not dividing fairly with the company.

To this effect the general manager wrote Bucks, superintendent of the mountain division. Bucks filed the letter away in the stove. Another communication fared no better. But there were some new people at headquarters; they had a record to make, and they proposed to write part of it on our backs. Bucks got another letter; he threw it in the stove.

Pat Barlie often and often said he recommended no man to drink whiskey; he only recommended the whiskey. I recommend no rising railroad man to burn the third letter on the same subject from his general manager; I merely recommend Bucks. He was at that time running the West End. They had tried running the West End without Bucks awhile; then they had tried again running it with him. In both instances it was different.

But the next time the general manager was out in his "special" he spoke to

Bucks on the subject as if the mention were a virgin touch. Bucks muttered something about the general character of the trainmen and the decent lives and habits of the passenger conductors, and finished with an incidental expression of confidence in the men; that was about all.

But the headquarters people, who were largely Boston, had ways and means all their own; and failing to interest Bucks in their hobby, they took a tack like this.

To begin with, the night was bad. A holy fright, Pat Francis called it, and Pat had seen most of the bad nights in the mountains for twenty-two years steady. It was snowing and raining and sleeting that night, all at once; and blowing—it blew the oil out



PIKE'S PEAK CARRIAGE ROAD.  
(Courtesy Santa Fe Railway Company.)

of the guide cups. From the platform of the Wickiup—nobody in the gorge would call it a depot—from the Wickiup platform at Medicine Bend, Number One seemed to roll into the division that night one reeking sheet of alkali ice—soda and frost solid from lamp to lamp.

She was late, too, with a pair of the best engines that ever climbed a mountain heading her. She had lost time every

mile of the way from the plains, and she was ordered west with another double-head and a pusher all the way over the Horseback. It was because there was a Yellowstone excursion aboard. The Columbian Pacific connection was on that account especially desired; and that night at twelve o'clock, mountain time, with

Number One especially late into the Bend, and the track especially bad, and the pull especially heavy, it looked—that Columbian Pacific connection—especially dim, except over in the dispatcher's offices, where they were being pounded to make it by the excursion bureau. There it looked more especially dam.

Bucks was down that night. There were many bad nights in the mountains, but Bucks never missed any of them by going to bed. On bad nights, Bucks, like a switchman's pipe, was always out. He—Bucks—personally appeared at the



SIGNAL STATION AND DEPOT, SUMMIT OF PIKE'S PEAK.  
(Courtesy Santa Fe Railway Company.)

Wickiup to see that things went. The men liked him because he was always ready to do anything he asked them to do. There was an *esprit*, a *morale*—whatever you call it—and a loyalty to Bucks personally, which made our men take the chances that pay checks don't cover.

So, and although, the Columbian Pacific connection looked especially dim that night, nevertheless there was Bucks, under a slouching Stetson and an Irish frieze that caught all the water coming its way, standing at the drivers of the head engine, while Jack Moore, in leather from heel to jaw, went into the slush under her to touch up an eccentric with a reputation for cussedness in a pinch. And a minute later Bucks was walking back to figure with the out conductor, Pat Francis, how to make schedule across to Wild Hat; though, as they talked, each man knew the other was not thinking at all of how to make schedule, but thinking—though never a word out loud of it, and hell to face all the way up the gorge on top of it—of how with flesh and blood and steel to beat schedule that night and land the dim-dam connection, in spite of wind and weather and the bureau's fears and the dispatchers' growls.

And all this for what? To dump a hundred or two Brooklyn people into the Yellowstone twenty-four hours earlier than they otherwise would have been dumped, though without doubt they would have been just that much better off loafing twenty-four hours longer away from their newspapers and ferries and street cars. Pat Francis listened grimly. A short, stocky fellow, Pat Francis. Not



TOLTEC  
GORGE.

(Courtesy  
Santa Fe  
Railway  
Company.)

fat, but firm as a Bessemer bar, and with considerably quicker play in his joints. He listened grimly, for he thought he could domino every play Bucks could make, when it came to tricks for saving time on the Wild Hat run. Yet it heartened even Pat Francis, uncompromising and grim, to have his superintendent there in the storm helping cut the work for such a particularly beastly pull.

As Bucks broke away and started for the door of the Wickiup, Morris Barker—the conductor who had just brought the train in—saluted, walking out. With his coat buttoned snug, in the comfortable insolence of a man going home, Morris stepped to the edge of the platform to exchange confidences with Pat Francis.

"Pat, there's a half-fare back in the Portland sleeper. I heard McIntyre say at McCloud that some of Alfabet Smith's men are working up here. Anyway there's a cattleman in a canvas coat in the chair car, smooth face, red tie, to look out for. He got on at Harding and tried a short fare on me. I sized him up for a spotter."

"Why didn't you chuck him off?" growled Pat Francis.

"He put up after awhile—and you bet that fare goes in with an embroidered report. Well, good luck, Patsy."

Pat Francis raised his lamp through the fog and rain at the engineers. Jack Moore, with his hollow whistle, coughed, sudden and twice. The hind engine saluted hoarsely; from the rear the pusher ped shrill, and Bucks in the doorway

watched the panting train as it pulled taut up the Bend into the swirling snow. And he knew as he watched that nothing worth considering would get away from Pat Francis—not a scheme nor a cut-off nor a minute nor a re-vamped coupon

ticket. Pat before quitting at Benton, Pat up the gorge and over the Horseback, was pretty sure to catch everything inside the vestibules.

He swung up on the platform of the baggage-car as the train moved out, and shook the snow off his cap as he opened the door. Set his lamp on an up-ended trunk, took off his overcoat and hung it up. In the front end of the car a pack of hunting dogs yelped [dismal chorus. Old John Parker, the baggageman, behind a pair of disreputable iron spectacles, was checking a pile of trunks that rose tier on tier to the roof of the car. John's hair, scant where it wasn't extinct, tumbled about his head loose at both ends. His gray beard, a good bit stronger in the fly than in the hoist, blew in the wind thin as a coach whip; but old John, behind his dirty lenses, carried a pair of eyes fine as steel. Francis opened his train box and asked [John why he didn't kill those dogs, and getting no answer—for John Parker was checking hard and stopped only to shift his whiskers off the clip—

the conductor got out his blue pencil and his black pencil and filed them away, took up his punch and his trip checks and put them in their proper pockets, shifted his time-table from the box to still another pocket, and picked up his lantern.



ON SOUTH PARK LINE, D. L. & G. RY.,  
NEAR DEANSBURY.  
(Courtesy Santa Fe Railway Company.)



The head-end brakeman coming in just then with a sash puller, Francis asked him to clean the globe.

While the brakeman fished for a piece of waste, the conductor moved his wet overcoat a peg nearer the stove and spread it out better, and listened to a wild rumor old John Parker had picked up about Number One's being turned into a strictly limited and carrying a diner west of Bear Dance. Without wasting any comment, Pat looked at his watch and listened to the click of the truck over the fish-plates under foot, and to the angry tremulous roar of the three furnaces melting coal to push Number One up against the wind, that curled like a corkscrew down the long, narrow gorge. Then he took the lantern from his menial, and strode quickly through the vestibule into the dirty light and foul air of the smoker.

"Tickets!"

No "please" that night, just "Tickets!" short and snappy as a bear trap. He could talk very differently at home to the babies—but there was no suggestion of kootsyng in the tone that called for transportation in the smoker. He passed down the aisle, pulling, hauling, shaking the snoring brutes; noting, punching, checking under the rays of his lamp, until the last man was passed and he walked into the chair car. There was only one "go-back," a sleepy Italian who couldn't—even after he had been jerked out of his seat and turned upside down and inside out, and shaken and cursed—still he couldn't find his ticket. So Pat Francis passed him with the shocking intimation which amounted to an assurance that if he didn't find it by the time he got back he would throw him off.

The transportation on Number One was mostly through tickets and required only ordinary care as to the date limits; not much scalpers' stuff turned up on the west-bound. Pat called again as he closed the door of the chair car behind him a shade less harshly for tickets, because one naturally respects more people who ride in the chair car; and then there are women. One speaks more civilly to women passengers, but scans their transportation more carefully. However, he wasn't thinking of women's wiles as he used the sleepers and asked for

their credentials. They were worn, tired-looking women; haggard, a good many of them, from cat naps snatched in the specially devised discomfort chairs, while their more fortunate sisters slept peacefully back in the hair-mattressed Pullman berths. He was thinking solely as he went mechanically through the checking operations, of a cattleman in a canvas coat, smooth face, and red tie, who should by rights be now halfway down the car, just ahead of him. But Conductor Francis didn't look. His eyes never rose beyond the passenger under his nose, for in front of a company detective the hate and the curiosity are all concealed; the conductor is strictly on dress parade with a sting in his right arm that he would like to land directly under the spotter's ear.

A shabby traveling man—a cigar man—handed up a local ticket. It was for Antelope Gap. Pat Francis looked at it for a minute before he punched it and stuck it in his pocket.

"We don't stop at Antelope Gap to-night," said he shortly.

"Don't stop?" echoed the cigar man, wide awake in a fraction of a second. "Vy, since ven? Dey tolt me you dit," he cried in the most injured tone on the train.

"Can't help it."

"But vy-e?"

"I'm late."

"Bud y' god-do!" cried the cigar man, raising a note of absolute terror, as Pat Francis passed calmly on without attempting to controvert the confidence of the drummer.

"Ain't you god-do?" appealed the latter, weakening a bit as he realized he was against a quiet man and hard.

"Not on local transportation. Ticket!" he continued to the next.

But the cigar man happily came of a race that does not uncomplainingly submit, and he kicked vociferously, as Pat Francis expected he would. By the time the excited salesman had woke everybody up in his end of the car and worked himself into a lather, Pat came at him with a proposition.

"Where you going from Antelope?"

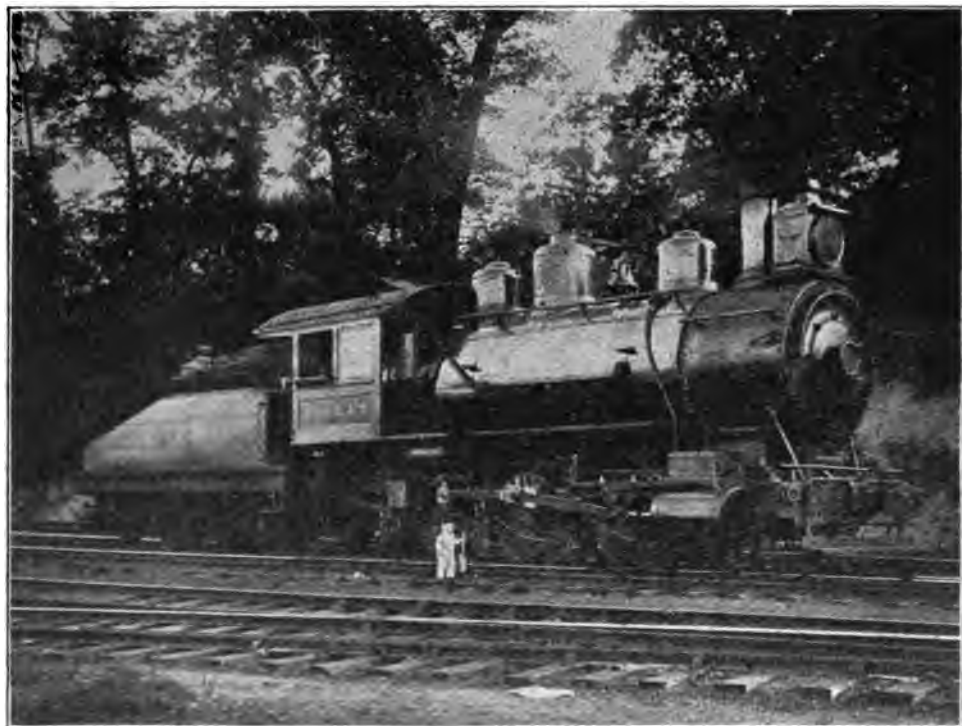
"Vild Hat."

"What's the matter with going up to

Wild Hat tonight, and I'll give you a train check back to Antelope on Two tomorrow; then you can get back on Seventy-One to the Bend?"

The injured man considered quickly, accepted speedily. Two hundred miles for nothing. "My frient! Haff a cigar, aber don for-ged my dransbordation back, vill you?" The conductor nodded as he took the cigar stoically and moved on. It was one stop saved, and the Antelope stop was a terror any time with a big train like Number One.

to take the batch of envelopes from each porter or conductor, and tear off the coupons, and in the Portland sleeper a half-fare which meant only a little row with the tactless man who had gone into a bitter discussion with a conductor the day before away back at the Missouri River, as to whether his boy should pay fare. Instead of gracefully paying when called on, he had abused the conductor, who, maybe because there was a spotter sitting by, had felt compelled for self-protection to collect the half rate. But in retaliation



CAN HE HAUL HIS TONNAGE?

Francis reached the rear of the chair car when he had an impression he had forgotten something. He stopped to think. The cattleman! Turning, he looked back sharply over the passengers. He even walked slowly back through the car looking for the fellow. There was no cattleman in sight, and retracing his steps, Francis dismissed him with the conclusion that he must have gotten off at the Bend; and at once the air in the chair car smelt fresher and cleaner. Into the sleepers then—that was easy. Only

for the abuse the conductor had reported to the next conductor a half-fare in the Portland sleeper, and thus started an endless chain of annoyance that would haunt the traveler all the way to the coast. But sometime travelers will study tact, and forswear abuse and its penalties.

Conductor Francis, finishing the string of loaded Pullmans, sat down in the smoking room of the last car with the hind end brakeman to straighten out his collections. The headlight of the pusher threw in a yellow dazzle of light on them,

and the continuous cut of its fire boomed from the stack. Pat Francis, setting down his lamp, began to sniff.

"Smell anything?" he asked presently of his companion.

"No," answered the brakeman, drawing his head from the curtain hood under which he had been looking out into the storm.

"Something here don't smell right," said Francis shortly, sorting his tickets.

"Where are we?"

"Getting out of the gorge."

Francis looked at his watch. "Is Jack holding his own?" ventured the brakeman.

"Just about."

"Stop at Antelope tonight?"

"Not on your life."

"Red Cloud?"

"Not tonight."

"How about the pusher?"

"All the way over the Horseback tonight."

"That's the stuff."

"That's Bucks. Bucks is the stuff," said Pat Francis, arbitrarily picking up his lamp to go forward. Two minutes later, he was in the smoker, bending over the Italian and shaking him.

"Got your ticket, Tony?"

"No gotta ticket."

"Money?"

"No gotta d'mun."

"Come on, then!" Francis gripped him by the collar.

"Whata do?"

"Throw you off."

The Italian drew back to resist. They parleyed a moment longer, only because Francis was bluffing. If he had meant to stop the train at any point he would have said nothing—and done nothing but drag the fellow out by the hair.

At last the Italian produced three dollars and a half. It was only enough to check him to Red Cloud. He wanted to go through and the fare was eleven dollars and twenty cents.

The silent conductor stuck the money in his pocket and drew his cash fare slips. Just then the pusher whistled a stop signal. Francis started, furious at the sound. Shoving the slips into his pocket, he hurried to the vestibule and put his head angrily out. Ahead he saw only old

John Parker's lamp and streamers. John had slid his door before Francis could open the vestibule. That was why the conductor loved him, because nobody, not even he himself, ever got ahead of John. When Francis poked his head out to look for trouble, John Parker's head was already in the wind inspecting the trouble, which came this time from the hind end. Looking back, Francis saw a blaze leaping from a journal box.

"Just as I expected," he muttered, with a freezing word. "That hind end man couldn't smell a tar bucket if you stuck his head into it. Get your grease, John," he shouted at the old baggageman, "and a pair of brasses. Hustle!"

There was hardly time for the crew to slip into their overcoats, when Moore made a sullen stop. But John Parker was ready, and waiting with a can of grease before they stopped, because John didn't have any overcoat. He hustled bad nights without an overcoat; for his two girls were at boarding school back in Illinois. John picked up enough every month carrying dogs to buy an overcoat, but the dog money went largely for music and French, which were extras in Illinois; so the girls parlez-vous'd, and John piled out without any overcoat.

Pat Francis stormed worse than the mountains as he followed him. All the scheming to save a single stop was blazing away in the hot box. Moore, on the head engine, was too angry to leave his cab. It was just a bit too exasperating. The pusher crew stood by, and the second engineer helped just a little.

But it was Pat Francis and John, with the safeties screaming bedlam in their ears, with the sleet creeping confidently down their backs, and with the water soaking unawares up their legs—it was Pat and John, silent and stubborn, who dug bitterly at the sizzling box, flung out the blazing waste, set the screw, twisted it, hooked out the smoking brasses, shoved in the new ones, dumped the grease, stuffed the waste, and raised their lamps for Moore before the last of the bad words had blown out of the head cab and down the canon. With a squeaking and groaning and jerking, with a vicious breakaway and an anxious interval whenever a pair of drivers let go, Moore got his enormous

load rolling up the grade again, and kept her rolling hour after hour along curve and tangent to the Horseback and across.

At the crest day broke, and the long, heavy train, far above the night and the storm, screamed for the summit yard, slowed up, halted, and every man jack of the train crew and engine crews jumped off to shake hands with himself on the plucky run—in spite of it all, schedule and a hair better.

"How'd you ever do it, Jack?" asked Pat Francis at the head engine, as Moore crawled out of her undersides.

"How late are we?" returned the engineer, stowing his can and calling for a wrench.

"Three hours."

"Beat the time a little, didn't we?" laughed Moore, with a face like a lobster. "Couldn't done it, Pat, if you'd stopped me anywhere. I wouldn't done it—not for anybody. Burdick is knocked clean out, too. Are you all ready back there?" The pusher, disconnected, galloped by with a jubilant kick for the round house; and the doubleheader, watered and coaled afresh, started with Number One down the mountain side.

A different start that—a running past the wind instead of into it; a sluing that brought excursionists up in a tumble as the sleepers swung lariat-like around the canon corners. It was only a case of hanging on after that, hanging on all the way to Wild Hat; and then, just as the Columbian Pacific train passengers left their breakfasts at Benton, Number One, gray and grimy, rolled into the junction thirty-five minutes late—and the agony was over. The connection was safe, but nobody noticed who made it. Everybody was too much occupied with the sunshine and the scenery to observe a pair of disreputable, haggard, streaked, hollow-eyed tramps who made their way modestly along the edge of the crowd that thronged the platform. It was only Francis and Moore, conductor and engineer of Number One.

The agony was over for everybody but Pat Francis. Ten days later, Bucks, superintendent of the mountain division, sat in his den at the Wickiup, reading a letter from the general manager.

Sir: On Thursday, June 28th, Conductor P. Francis, leaving M. B. on Number One, collected a cash fare of three dollars and fifty cents from one of our special service men. He failed to issue a cash-fare slip for this as required; furthermore, he carried this passenger all the way to Benton. Kindly effect his discharge. Let it be distinctly understood that all delinquencies of this nature will be summarily dealt with.

A. W. BANNERMAN, General Manager.

It wasn't a letter to go to the stove—not that kind of a letter; but Bucks fingered it much as Pat Francis ought to have fingered the clever detective who turned from the chair car to the "smoker" on him and from a cattleman to a "dago."

Bucks called the trainmaster. Francis was west, due to leave Benton that afternoon on Two, and, as luck would have it, to bring back the Brooklyn party from the Yellowstone. And the passenger department in Chicago was again heating the wires with injunctions to take care of them, and good care of them; because the excursion business on a new line is not only profitable, but it is hard to work up, and trouble with an excursion in the beginning means a hoodoo for months, and maybe for years to come.

Bucks felt especially gratified to know that Pat Francis had the precious load, but what about the cash fare from Medicine Bend to Red Cloud? Bucks knew these things couldn't be trifled with—not on his line—and he faced the pleasant prospect of next morning greeting his right bower in the passenger service with an accusation of theft and a summary discharge. If he had only asked me for three dollars and a half, thought Bucks sorely. He would rather have given his own pay check than to have had Pat Francis hold up one dollar.

And Pat Francis, taciturn, sphinx-like, was punching transportation at that particular moment on Number Two on the run east from Benton. Checking passengers, keeping one eye on the ventilators and the other on the date limits, working both pencils, both hands, both ears, both ends of the punch, and both sides of the car at the same time.

There wasn't a cinder to break the even enjoyment of the run up to the clouds. Everybody was going home, and going home happy. From the Pullmans—it was warm and sunny in the mountains—came



nothing but rag time and Brooklyn yells. To describe our scenery might be invidious, but the grade where Number Two was then climbing would alone make the fortune of an ordinary eastern scenic line.

The Overland Freight, Number Sixty-six, east-bound with a long train of tea, was pulling out of Toltec station as Number Two stuck its head into the foot of the Moose.

At Toltec, on the day run, we take a man's breath and give him large value for his money in a bit of the prettiest engineering anywhere on earth.

Toltec lies in the Powder Range, near the foot of a great curve called the Moose, because every time an engineer slips the head of his train into it he is glad to hold his breath till he gets it out.

The Toltec Moose is engineering magnificent; but it is railroading without words—unless one counts the wicked words. Eagle Pass station, the head of the Moose, looks across an unspeakable gulf directly down into Toltec, 500 feet below, and barely a mile away. But by the rail we count seven miles around that curve, and without any land-grant perquisites, either.

Every train that runs the Moose is double-headed both ways, and now—this was before—they add, to keep trainmen off the relief scrap, a pusher.

That day there was no pusher behind the Overland Freight, and Number Two's crew, as they pulled out of Toltec to climb the loop, could plainly see, above and across, the storming, struggling, choking engines of the tea train as they neared with their load the summit of Eagle Pass.

The wind bore down to them in breaking waves the sucking, roaring cut of the quivering furnaces. Pat Francis stood in the open door of the baggage car, old John Parker and the head brakeman beside him, looking together at the freight with the absorbed air of men at the bottom of a well who watch the loaded bucket near the top.

Through the thin, clear mountain air they could almost read the numbers on the engine tenders. They could see the freight conductor start over his train for the head-end, and as they looked they saw his train break in two behind him

and the rear end, parting like a snake's tail, slough off; lose headway, and roll back down the hill. The hind-end brakeman, darting from the caboose, ran up the ladder like a cat, and began setting brakes. The passenger crew saw the brake-shoes clutch in a flame at the slipping trucks, but the drawbars couldn't stand it. From one of the big tea cars a drawhead parted like a tooth. The tea train again broke in two, this time behind the rear brakeman, and the caboose with five 40,000-pound cars shot down the grade; and Number Two was now climbing above Toltec.

A volley of danger signals curled white from the freight engine across the gulf. Pat Francis sprang for the bell cord, but it was needless; his engineers at the very moment threw double chambers of air on the wheels.

It caught cards off the whist tables, and swept baked potatoes into the bosoms of astonished diners, it spoiled the point of pretty jokes and broke the tedium of stupid stories, it upset roysterers and staggered sober men, it basted the cooks with gravy and the waiters with fruit, it sent the blood to the heart and a chill to the brain, it was an emergency stop and a severe one—Number Two was against it. Before the frightened porters could open the vestibules the passenger engines were working in the back motion, and Number Two was scuttling down the Moose to get away from impending disaster. The trainmen huddled again in the baggage car door, with their eyes glued on the runaways; the Moose is so perfect a curve that every foot of their flight could be seen. It was a race backwards to save the passenger train; but for every mile they could crowd into its wheels the runaways were making two. Pat Francis saw it first—saw it before they had covered half the distance back to Toltec. They could never make the hill west of the Moose; it wasn't in steam to beat gravity; moreover, if they crowded Number Two too hard she might fly an elevation, and go into the gulf. It is one thing to run down hill, and another thing to fall down hill. The tea train was falling down hill.

Francis turned to bareheaded John Parker, and handed him his watch and his money.

"What do you mean?" John Parker choked the words out, because he knew what Francis meant.

"Turn this stuff in to Bucks, John, if I don't make it. It's all company money."

The brakeman, greenish and dazed, steadied himself with a hand on the jamb; the baggageman stared wild-eyed through his rusty lenses. "Pat," he faltered, "what do you mean?"

"I'll drop off at the Toltec switch and maybe I can open it to catch that string—we'll never make it this way, John, in God's world."

"You might a'most as well jump out into the canon; you'll never live to use a switch key, Pat—we're crowding a mile a minute—"

Francis looked at him steadily as he pulled his ring and took a switch key off the bunch.

"They're crowding Two, John."

The car slued under them. John Parker tore off his spectacles.

"Pat, I'm a lighter man than you," he cried, gripping the conductor's shoulder as he followed him out the door to the platform, "give me the switch key!"

"No."

"Your children are younger than mine, Pat. Give me the key."

"This is my train, John. Ask Bucks to look after my insurance."

Francis tore the old man's hand roughly away. When the speed is high action is quick. Sixty, seventy seconds more meant the Toltec switch, and the conductor already hung from the bottom step of the baggage car.

Pat Francis was built like a gorilla. He swung with his long arms in and out from the reeling train into a rhythm, one foot dangling in the suck of dust and cinders, the other bracing lightly against the step tread. Then, with the switch key in his mouth; with Parker's thin hair streaming over him, and a whirlwind sucking to the wheels under him; with Number Two's drivers racing above him and a hundred passengers staring below him, Pat Francis let go.

Men in the sleepers, only half understanding, saw as he disappeared a burst of alkali along the track. Only old John Parker's gray eye could see that his conductor, though losing his feet, had rolled

clear of the trucks and drivers, and was tumbling in the storm center like a porcupine. Above him the tea cars were lurching down the grade. Old John, straining, saw Francis stagger to his feet and double back like a jack-knife on the ballast. A lump jumped into the baggageman's throat, but Francis' head rose again out of the dust; he raised again on his hands, and dragging after him one leg like a dead thing, crawled heavily toward the switch. He reached the stand and caught at it. He pulled himself up on one leg, and fumbled an instant at the lock, then he jerked the target. As it fell, clutched in both his hands, the caboose of the tea train leaped on the tongue rail.

The fore truck shot into the switch. The heels, caught for a hundredth of a second in the slue, flew out, and like the head of a foaming cur, the caboose doubled frantically on its tailers. The tea cars tripped, jumped the main rail like cannon balls, one, two, three, four, five—out and into the open gulf.

The crash rolled up the gorge and down. It drove eagles from their nests and wolves from their hollows. Startled birds wheeling above the headlong cars shrieked a chorus; a cloud like smoke followed the wreck down the mountain side. And the good people on Number Two, the pleasure seekers that Pat Francis was taking care of—for \$125 a month—saw it all and tried to keep cool and think.

He lay prostrate across the rod, a bruised and dirty and bloody thing. John Parker, stumbling on rickety knees, reached him first and turned him over. John first spoke to him, but he spoke again and again before the blood-shot eyes reluctantly opened. And then Pate Francis, choking, spitting, gasping, clutching at John Parker's bony arm, raised his head. It fell back into the cinders. But he doggedly raised it again—and shook the broken teeth from between his lips—and lived. His face was like a section of beefsteak, and the iron leg that struck the ballast last had snapped twice under him. A few minutes afterward he lay in the stateroom of the forward sleeper, and tried with his burning, swollen tongue to talk to Brooklyn men who feelingly stared at him, and to Brooklyn women who prettily cried at

him, and to old John Parker who unsteadily swore at him as he fanned his own whiskers and Pat Francis' head with the baggage clip.

When Number Two rolled into Medicine Bend next morning, Bucks climbed aboard, and without ceremony elbowed his way through the excursionists dressing in the aisles to the injured conductor's stateroom. He was in there a good bit. When he came out, the chief priests of Brooklyn crowded around to say fast things to the superintendent about his conductor and their conductor. As they talked, Bucks looked a minute over their heads; he did that way when thinking. Then he singled out the Depew of the party and put his hand on his shoulder.

"Look here," said Bucks, and his words snapped like firecrackers, "I want you gentlemen to do something for your conductor."

"We've made up a purse of \$300 for him, my friend," announced the spokesman gladly.

"I don't mean that; not that. He's in trouble. You needn't waste any breath on me. I know that man as well as if I'd made him. I'll tell you what I want. I want you to come upstairs and dictate your account of the accident to my stenographer. While you're eating breakfast, he'll copy it and you can all sign it afterward. Will you?"

"Will we? Get your slave!"

"I'll tell you why," continued Bucks, addressing the Brooklyn man impressively. "You look like a man who, maybe, knows what trouble is—"

"I do."

"I thought so," exclaimed Bucks, warming. "If that's so, we belong to the same lodge—same degree. You see, there's charges against him. They've had a spotter after our men," added Bucks, lowering his voice to the few gentlemen who crowded about.

"There's plenty of Brooklyn men here for a lynching!"

Bucks smiled a far-off smile. "The boys wouldn't trouble you to help if they could catch him. I want your statement to send in to headquarters with Francis' answer to the charges. They tried to

make him out a thief, but I've just found out they haven't touched him. His explanation is perfectly straight."

The men of Brooklyn tumbled up the Wickiup stairs. At breakfast, the news traveled faster than the rolls. When the paper was drawn, the signing began; but they so crowded the upper floor that Bucks was afraid of a collapse, and the testimonial was carried excitedly down to the waiting room. Then the women wanted to sign. When they began, it looked serious, for no woman could be hurried, and those who were creatures of sentiment dropped a tear on their signatures, thinking the paper was to hang in Pat Francis' parlor.

In the end Bucks had to hold Number Two thirty minutes, and to lay out the bob-tailed tea train, which was still waiting to get out of the yard.

After the last yell from the departing excursionists, Bucks went back to his office, and dictated for the general manager a report of the Toltec wreck. Then he wrote this letter to him:

Replying to yours of the eighth, relative to the charges against conductor P. J. Francis. I have his statement in the matter. The detective who paid the cash fare to Red Cloud was not put off there because no stop was made, the train being under my orders to make no stops below Wild Hat. It was the first of the Brooklyn Yellowstone excursions, and Chicago was anxious to make the Columbian Pacific connection. This was done in spite of Number One's coming into this division three hours late and against a hard storm. At Wild Hat the detective, rigged as an Italian, was overlooked in the hurry and carried by. While no cash-fare slip was issued, the fare was turned in by Conductor Francis to the auditor in the regular way, and investigation of his trip report will, he tells me, confirm his statement of fact. If so, I think you will agree with me that he is relieved of any suspicion of dishonesty in the matter. I have nevertheless cautioned him on the failure to hand the passenger a fare-voucher, and have informed him that his explanation was entirely satisfactory; in fact, after the affair at Toltec he deserves a great deal more from the company. By request of the Brooklyn excursionists, I inclose an expression of their opinion of Conductor Francis' jump from Number Two to set the Toltec switch. All of which is respectfully submitted

J. F. Bucks,  
Superintendent.

Pat Francis is still running passenger. But Alfabet Smith's men work more now on the East End.

# THE ETHICAL SIDE OF TRADE UNIONISM.

BY PROF. EDWARD W. BEMIS,

Of the Bureau of Economic Research. [Courtesy The Independent.]

The trade union has been compared to the modern trust. It is strikingly like the latter in some respects, and different from it in others. Like the typical trust, many trade unions seek to obtain a monopoly and secure monopoly prices. Sidney Webb designates the principle as that of a "compulsory maintenance of the standard of life." It might be called both the compulsory maintenance and the elevation of this standard, so far as that is dependent on wages, hours of labor and other industrial conditions.

Under the present economic organization of society the vast mass of workmen who have no special individual reputation, as has the lawyer, the physician, the teacher, the artist, and the writer, are in fierce competition for employment. Those who will work the cheapest are likely to be hired. Assuming that the many claimants for employment have all a passable knowledge of their trade, those that will work the cheapest are likely to be hired. Under these circumstances a species of cutthroat competition arises, and workmen, weak individually, without much financial resource or knowledge of trade conditions, are under the temptation to work for less than it is to the advantage of society that they should receive. Business prosperity is advanced by a high purchasing power among the masses. To develop this power is vastly more important and permanent in its effects upon industrial prosperity than the crowding upon foreign markets of the so-called "surplus products" of our factories. Under any rational distribution of income our industries would never have much unsalable surplus product, even if there were no foreign trade whatever.

It has been likewise conceded by most investigators that a high purchasing power among the many increases home decencies and comforts, morals and education. Sometimes the saloon is chiefly benefited by high wages and short hours, but usually the reverse is true. In the light of the experience of England and

America, few are so bold as to deny that the trade union movement has to some extent improved the industrial condition of labor. As a result have come the social and ethical advantages just mentioned. Just as the trust, however, often refuses to deal with any who will not confine their trade to the trust, so the union often refuses to work with non-union men. It is a policy of force, not very pleasant to contemplate, and yet I believe entirely defensible, and even necessary, in the present social conditions, so far, at least, as the union is concerned. If it is a good thing to raise wages, and if refusal to work with a non-union man increases the power of the union in this direction, and if such refusal is not inherently sinful, it may be defended as an interference with one's freedom of action in order to secure greater freedom from poverty for all, since any general rise in the wages of a trade secured by a combination of workmen is likely to raise wages even in establishments where only non-union labor is employed.

While the union resembles the trust in many of its aims, and methods, it differs from it in the following essential points: The labor organization benefits millions instead of thousands; it aids the poor who need improved social conditions rather than the rich who do not; it is far more democratic in its organization, for the labor union usually admits to its membership at any time all good workmen of the trade who wish to join, and on terms of perfect equality, with equal chance with the old members to secure the official positions of control and emolument. We are all familiar with how, when the financially weak are taken into the trust, they are usually given only subordinate position, and if allowed to become minority stockholders are still at the mercy of the few who control the majority of the stock. It is probable that the labor union does not stimulate its members to the keenest exertions as much as does the trust, but this is only part of the general weakness of the wage system, which does not

find any way of giving the workman as much interest in the business as have the owners. On the other hand the union has not such a bad influence upon political conditions as has the giant corporation, which is constantly seeking favors and discriminations from taxing and franchise-giving bodies and from the railroads. The extent to which legislation in the interest of our great corporations, especially our monopolies and trusts, is a pure matter of bargain and sale in nearly all of our legislative and council chambers would horrify the country if really understood in all its enormity. The direct ethical aspect of trade-unionism is seen in its relief of those in distress, whether from lack of work, old age, sickness or death of the bread-winner.

The one hundred principal trade unions of Great Britain, with a membership in 1898 of 1,043,476, or about 60 per cent of the total membership of all the unions, spent during the seven years, 1892-1898, inclusive, for friendly and benevolent purposes, 59 per cent of their total expenses, while another 18 per cent was devoted to working expenses of various kinds, and only 23 per cent to dispute benefits. American trade unions are much younger, and these admirable benefit features come with age. Less than one-sixth of our trade unions were in existence in 1880, and they then embraced less than one-tenth of the existing membership, of perhaps one million, of all American unions, while one-third of the present British unions were in existence twenty years ago, and in those unions to-day are over 60 per cent of all the British trade unionists. In 1880 only 5,590 members of American national trade unions were in receipt of other than strike benefits from their national organizations, yet in New York State alone, in 1894, when there were 155,843 members of labor organizations in the state, 541 of these organizations, representing 121,957 members, or possibly one-fifth of all those organized at that time in the United States, had expenditures for the year of \$511,817.59, of which \$260,447.59, or 51 per cent was spent for benefits other than trade disputes, and it is probable that the same was true of a part of another 30 per cent, reported as spent for "benefits not class-

ified." The membership of the New York unions had grown to 209,120 on September 30, 1899, and there is every reason to believe that the amount spent in insurance and aid to members has continued to grow more than proportionately to the increase of numbers. In fact, without such a carefully guarded national system of labor insurance as prevails in Germany or such safeguards as can be adopted in enormous railroad systems like the Pennsylvania and the Baltimore & Ohio, it is almost impossible to insure workingmen against sickness and disability unless through their own organizations. The latter can quickly detect shamming, for every member is personally interested as a contributor in preventing imposition by fellow members. When we consider that during the severe winter of 1893-4, when so many were out of work, not a single application for relief came to the charities organizations of Chicago from any trade union members, and when we realize the self-respect that self-insurance of this kind gives, we can understand an important ethical aspect of the trade union movement which is not sufficiently recognized.

Against this some would place the supposed restriction on the number of apprentices by the unions. It is said that there is a conspiracy against the American boy and against trade instruction. An investigation of this matter for an article which I contributed to the *Annals of the American Academy of Political and Social Science*, for September, 1894, showed that many trade unions, such as those upon the railroads, have no such restrictions, and that in most other cases the number of apprentices as, for example, among the printing establishments of Chicago or New York, is less than the trade union rules allow. This means that the greatest obstacle in the way of apprenticeship lies not in the unions, but in the American boy, who does not want to undergo an apprentice's training, and the employer, who does not care to bother with him. The solution of trade instruction will lie with manual training and technical schools, supported by public and private efforts, as in Germany and England, and, as we are beginning to see, in our state agricultural colleges, and in some of our city schools.

The attitude of our unions on the temperance question has been a matter of special investigation on my part within a few months. About a dozen organizations, with about 180,000 members, report a very marked antagonism to the saloon. For example, Mr. Robert B. Kerr, secretary-treasurer of the International Brotherhood of Blacksmiths, with 3,000 members, writes:

"Both President Slocum and myself, as well as the other members of the Executive Board of this order, have done everything possible to oppose the saloon and its influences among our members. I wish to go on record as saying that I consider the saloon to be the greatest enemy to organized labor that exists at the present time, as indeed it is to all other progressive movements of whatever kind. To the best of my knowledge none of our locals meet in halls connected with saloons; as a general thing meetings of trade unions are held in halls belonging to the trades and labor councils or to some of the fraternal societies."

The general secretary-treasurer, Mr. Lee M. Hart, of the National Alliance of Theatrical Stage Employees, with a membership of 4,000, writes that they have "very stringent laws compelling temperance on the part of every member."

Mr. E. E. Clark, Chief of the Order of Railway Conductors, writes:

"The good effects of the trades unions upon their members are apparent to the most casual observer. The general character and social standing of the employes in trades which are thoroughly well organized, is so radically different from what it was before they had organizations that there is no room for doubt on that score. Intemperance has materially decreased; thrift and industriousness have increased, and the percentage of men who own their own homes is very much larger among members of trades unions than among any equal number of men who do not belong to the unions. The general influence of labor organizations has been to elevate the character of the men, and those influences are still at work."

Mr. J. Ford, Jr., editor of the Switchman's Union, writes:

"In our obligation there is a clause which states, 'I will not recommend any one for membership in this organization whom I know to be a common drunkard.' I, myself, am a total abstainer, and likewise, also, is the Grand Master, the Grand Secretary and Treasurer, and the Vice-Grand Master. I visited some of the subordinate lodges this summer and at every place I spoke against the use of liquor. I have also written against it in our official organ."

He says the trade union elevates its members

"morally, socially and intellectually, makes them better husbands, fathers, workmen or citizens. In

fact, a laboring man who does not belong to the organization which represents its labor, in my estimation, is not a good citizen. Years ago, before the switchmen were organized, they received \$1.50 per day. They were a roving class. Today, through organization, they are getting 25 cents and 29 cents per hour, and a good many of them have homes and are educating their children to fill any position in life. All this is due to organization."

Mr. J. B. Lennon, secretary of the Journeymen Tailors, writes:

"I can well remember when there could be found in no city from Sunday until Tuesday or Wednesday of the following week, any tailors who were sufficiently sober to work at their trade, or if any they were very few indeed. I believe most earnestly that organization has been the cause that has cured and eliminated this evil. You can now go to the same cities where our unions have existed from ten to twenty-five or thirty years, and you will scarcely find a single member of the organization that is a habitual drunkard. The officers of our organization, myself included, are decidedly opposed to the use of intoxicating liquors as a beverage, and I have not failed, whenever the opportunity presented itself, to declare myself upon this question."

The secretaries of other unions, numbering over 100,000 members, report considerable opposition to the saloon, while a third group, of nearly 200,000 members, report that their insurance departments are a great encouragement to temperance, because sickness, accident and disability benefits are forfeited if the misfortune has been caused by drink, while all the unions appear to consider, with truth, that the social atmosphere of the union supplies some of the needs of human nature that usually draw men to the saloon.

Our trade unions have been the most active force in securing compulsory education, factory legislation, employers' liability acts, free public employment bureaus, bureaus of labor statistics, boards of arbitration, sanitary laws for workers, the regulation or prohibition of sweatshops, the early closing of stores, and the eight-hour day, while they have co-operated heartily with efforts of other classes in securing the prohibition of most kinds of Sunday labor.

Recognizing, then, that our own rapidly growing labor organizations are not directly seeking to increase the skill or efficiency of their members, but to secure better terms from the employer and better protection from the state, we are bound to admit that in the accomplish-

ment of these ends a better standard of living and higher ethical ideals are gradually developed. By all odds, the worst feature of American unions is the readiness of many of their leaders to desert their organizations for political plums, under our spoils system or for other selfish reasons. Fortunately the rank and file of the unions are beginning to recognize this and to seek more disinterested leadership.

The unions greatly need the friendly counsel and co-operation of those better educated and more fortunately situated, who are enthusiastic to work and suffer if thereby these promising organizations of labor can more nearly approach their ideals. Will not some would-be followers of Jesus realize that the giving of such co-operation to organized labor is a truly Christian duty?

Mount Vernon, N. Y.



## INTERESTING INFORMATION.

The imports into the United States from Cuba, Porto Rico, Hawaii, and the Philippine and Samoan Islands for the fiscal year just ended amount to over \$60,000,000. Over \$40,000,000 of this is sugar and molasses, \$10,000,000 tobacco, \$5,000,000 vegetable fibres, \$1,000,000 iron, copper and manganese, and the remainder such miscellaneous tropical products as coffee, cocoa, sponges, tropical fruits, vegetables hides and skins, and cabinet woods.

The sugar importations from the islands form practically one-third of the total sugar brought into the United States during the year, amounting to about 1,000,400,000 pounds out of a grand total of over 4,000,000,000 pounds imported. Of the total sugar importations from the four islands, Cuba supplied slightly more than one-half, though in value the importations from Hawaii exceeded those from Cuba, Hawaiian sugar being of a higher grade and consequently representing a larger value although the number of pounds was materially less than that shown by the import figures for Cuba. The total importations of sugar during the year from Cuba were 705,456,352 pounds, valued at \$18,243,659; those from Hawaii, 504,713,105 pounds, valued at \$20,392,150. Porto Rico occupies the third place in quantity and value of sugar imported, from the islands the total for the year exceeding 80,000,000 pounds, while from the Philippines the total for the year is in round terms 50,000,000 pounds.

The second item of imports from the

islands, considering them in the order of magnitude, is tobacco, amounting in round terms to \$10,000,000 in value, which represents about two-thirds of the total importations of tobacco into the United States. The total value of manufactured and unmanufactured tobacco imported during the fiscal year is about \$16,000,000 and that from the four islands slightly above \$10,000,000. Of this the very large proportion comes from Cuba, the total value of tobacco imported from Porto Rico during the year being about a quarter of a million dollars, from the Philippines but about \$1,000 and from Hawaii less than \$100.

The third item of imports from the islands, considering them in the order of magnitude, is manila hemp, which comes, as the name indicates, from the Philippine Islands, the total value of the importation of this article being for the year \$7,172,368, of which \$5,024,770 came direct from the Philippines.

Commerce between the United States and Porto Rico has developed rapidly since the new act went into effect on May 1, 1900. Imports into the United States from that island have increased 50 per cent over those of one year ago and are three times as great as the average when Porto Rico was Spanish territory, while exports to the island have increased nearly 150 per cent over one year ago and are nearly five times as much as the average when Porto Rico was Spanish territory. During the month of July, whose figures have just been completed by the Treasury Bu-

reau of Statistics, the exports from the United States to the island were \$529,729, against \$206,466 in July, 1899, and \$156,296 in July, 1897. Taking the entire three months in which the new act has been in operation, May, June and July, the exports to the island were \$2,117,207, against \$873,453 in the corresponding months of 1899, \$485,279 in the corresponding months of 1897, and \$393,225 in the corresponding months of 1896. On the import side the figures for July, 1900, were \$640,023, against \$448,287 in July 1899, \$145,273 in 1897, and \$254,676 in July, 1896.

It is apparent therefore from an examination of these figures that imports from Porto Rico in the three months' operation of the new law are fully 50 per cent in excess of those for the corresponding months of 1899 when the island was under the American flag but the former tariff relations yet unaffected, while they are nearly three times as much as in the corresponding months of the closing years of Spanish control of the island. Taking the export side of the picture the evidences of growth are still more plainly apparent. The exports, from the United States to the island in May, June and July, 1900, amounted to \$2,117,207, against \$873,450 in the corresponding months of 1899, \$485,279 in the corresponding months of 1897, and \$393,225 in the corresponding months of 1896. Thus the exports under the new law are nearly 2½ times as much as in the corresponding months of 1899 when the island was under the American flag but the tariff relations yet unaffected, and nearly five times as much as the average during the closing years of Spanish control of the island.

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Exports of coal from the United States during the year 1900 are likely to reach \$20,000,000 in value, against \$10,000,000 in 1896 and \$6,000,000 in 1890. The figures of the Treasury Bureau of Statistics show that the exports of coal from the United States during the seven months ending with July, 1900, are 50 per cent in excess

of those during the corresponding months of last year and double those of the corresponding months of 1898. In the seven months ending with July, 1898, the exports of coal from the United States were 2,375,451 tons; in the same months of 1899 they were 3,006,082 tons, and in the corresponding months of 1900 they were 4,601,755 tons. During the period from 1890 to 1900 the exportation of coal from the United States has quadrupled, but the principal growth has been in the years 1898, 1899 and 1900. While this growth is observable in the exports to all parts of the world, it is especially marked with reference to our exports to the American countries. To British North America, the exports in the seven months of 1898 were 1,788,398 tons and in the seven months of 1900, 3,253,803 tons. To Mexico, the exports in the seven months of 1898 were 243,938 tons and in the corresponding months of 1900, 415,834 tons. To Cuba the exports have more than doubled, being in the seven months of 1898, 114,655 tons and in the seven months of 1900, 241,712 tons; while to Porto Rico the exports increased from 2,621 tons in the seven months of 1898 to 15,313 tons in seven months of 1900. To the Hawaiian islands, the exports of the seven months of 1899 were 10,381 tons and in the corresponding months of 1900, 21,001 tons, thus more than doubling in a single year. To the Philippine Islands the exports in the seven months of 1898 were 4,810 tons and in the seven months of 1900, 41,068 tons, or eight times as much in 1900 as in 1898.

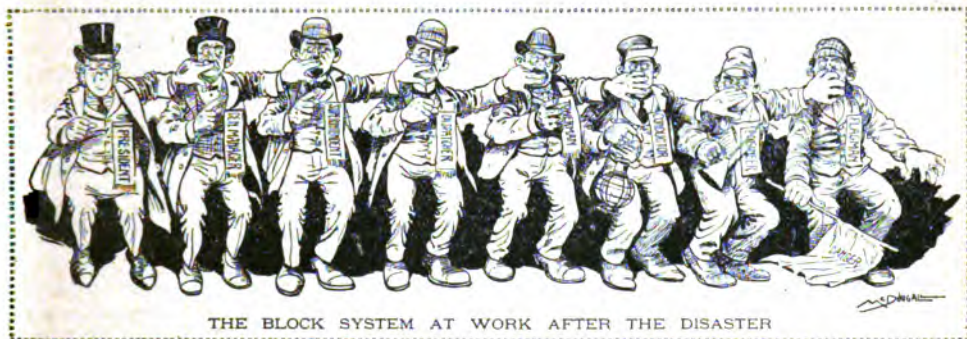
The experiments with American coal which the Europeans have made within the last two or three years seem to have proved successful, as the exports to Europe, which in the seven months of 1898 amounted to only 4,507 tons, were in the corresponding months of 1900, 278,572 tons. Of this, 187 tons went to the United Kingdom, 4,028 tons to Germany, 77,407 tons to France, and 196,950 to other European countries.



## THE MURDEROUS READING.\*

The verdict of the coroner's jury which sat upon the Hatfield slaughter is indefensibly inadequate. Bold as lions in condemning subordinate employes of the Reading Railway Company, the jurymen showed a strange timidity when they faced the duty of placing the blame for the collision where it belongs—upon the company itself. The verdict has been accepted by the coroner, but it will not be accepted by the public. There is no popular disposition to defend unreasonably the men whom the jury has held to account for the disaster. John Davis, the engineer, and Thomas Shelby, the conductor of the excursion train; Operator Beidler, of Soud-

The Hatfield disaster happened not for the reason that the Reading's employes were especially careless on September 2, but because the Reading Railway was being operated on that fatal Sunday in the manner customary with it. The main operating rule of the road is "trust to luck," and if luck is favorable nobody is brought to book for the "close shaves" that continually occur. Along with the rule of "trust to luck" goes the philosophy that a miss is as good as a mile. It is not remarkable that the Sunday excursion train, packed with pleasure seekers, ran into the milk train. Prior to the collision the former was "lost"—lost, that



THE BLOCK SYSTEM AT WORK AFTER THE DISASTER

Adapted from the Philadelphia North American agent the recent disaster on the Philadelphia & Reading Railway.

erton Station, and Train Dispatcher Groves should all be dealt with according to the degree of their guilt, if guilty they are; but behind these servants looms the Reading Company.

"We strongly recommend," says the verdict, "that the Philadelphia and Reading Railway Company strictly observe the five-minute rule in the running of all trains not guarded by some sort of block system. We recommend the continuation by the Philadelphia and Reading Railway Company of the Hall system to Bethlehem."

And that is all the jury has to say to a railroad corporation on which occurred a collision that killed thirteen human beings and wounded sixty-four—a collision that would not, because it could not, have occurred on a properly managed railroad.

is, to the train dispatcher, whose business it was to keep track of it. That is everyday railroading on the Reading. Consequently, the day that does not see a wreck on this happy-go-lucky line, not the day on which one occurs, is remarkable.

Let us hope that the grand jury of Montgomery county will have none of the coroner's jury's deferential and disgraceful regard for the Reading Company's interests and sensibilities. There should be an investigation of the management, thorough, stern and just. In the Reading's management lies the true source of responsibility for the wholesale Hatfield murder. The management has needed investigation for a long time. It is to be doubted if anywhere else in the world men would be allowed to operate a railroad as the Reading is operated. If a

\*From the Philadelphia North American.

malignant moral idiot, or a drunken or crazy man, should drive a wagon loaded with packages of dynamite along a turn-pike, scattering the deadly stuff as he went for following teams to come upon and get blown up, he would not be left at liberty to make a second trip through the scene of wanton desolation. It is hardly exaggeration to compare the Reading's management to that fancied moral idiot. This railroad has dyed the state in blood. There has been killing after killing, slaughter after slaughter, smash-up after smash-up, due to causes that would not have existed on the Pennsylvania or any other modern line. This has been made perfectly apparent to every disinterested person, yet the roll of the Reading's "accidents" has gone on lengthening until the total of loss of life is monstrous.

Why is this? How comes it that such management is tolerated by the owners? Why do they keep in their service the men who have given long continued and sanguinary proof of their incompetence? Seemingly the answer is that the owners of the Reading, with J. Pierpont Morgan at their head, consider it cheaper to retain Superintendent Sweigard and First Vice-President Theodore Voorhees and to put up with wholesale murder, damages and the destruction of the company's property than to modernize the line's equipment and management. The public is itself in part blameable for this acquiescence of the owners in the continuance of the bloody work of the managers. When a human life is lost through preventable

causes—causes against which there has been a persistent warning outcry from coroners' juries, the press and the people—money damages do not satisfy justice. A crime has been committed, and it is owing to the absence of a public opinion which does not condemn preventable killings on railroads as crime that the Reading is run as it is—and that the Hatfield slaughter occurred. \* \* \* \* \*

The life of every man, woman and child slain at Hatfield was as precious to its possessor and as dear to relatives and friends as is the life of Theodore Voorhees or Superintendent Sweigard, or J. Pierpont Morgan to him and his relatives and friends. This is commonplace, of course—as commonplace as murder on the Reading—but it is none the less true. Because murder has become common on the Reading, that is no reason why its commission should be allowed to go without punishment. Were Theodore Voorhees to be put on trial, convicted of manslaughter and immured in the state prison we should have an end of these Reading horrors. And ordinary justice demands that if the engineer, the conductor and the other obscure employes accused of negligence by that timorous coroner's jury in its shamefully inadequate verdict are to be arrested and prosecuted, then their master, Voorhees, under whose orders they were, and to whose economical and homicidal system they had grown accustomed, must not be allowed to escape.



## CONDITION OF RAILWAY LABOR IN EUROPE.

BY WALTER E. WEYL, PH. D.

[In Bulletin of the Department of Labor.]

### GENERAL CONDITIONS OF THE SERVICE.

Before entering upon his duty each Beamter must swear obedience to the King and to the constitution, and to the particular provisions applying to his position. He is held strictly accountable for his conduct, but must obey the orders of his superior, even when they are in

apparent conflict with the rules. He must be moral and, above all, temperate, punctual, and polite, and may accept presents only with the consent of his superiors. An unexcused absence from duty is punished by loss of income and also by further penalties, and no Beamter may live in any other place than that in

which he works, nor change his place of residence without the knowledge and consent of his superiors. Nor can any Beamter in active service accept any secondary position or occupation or conduct any business with which a remuneration is directly or indirectly connected; neither can his wife nor any other person in his household conduct a business for which special license or permission is necessary without the consent of his superiors, and this consent may be subsequently withdrawn.

Where a Beamter neglects his duties or acts, either in or out of service, in a manner unworthy of his position, he is subject to punishment. There are three forms of penalty—reprimands, fines, and dismissal from service; but a reprimand may be combined with a fine. The penalty depends upon the gravity of the offense, but the employe may be dismissed not only when he has violated the rules of duty but when his financial means are in such a state that he can not live in the manner demanded by his position.

When proceedings are instituted against a Beamter he is given the opportunity of defending himself, and only in the absence of a legitimate excuse is the accused fined. The fines vary with the gravity of the offense and with the position of the employe, and may in exceptional cases reach a month's loss of income with a maximum of 150 marks (\$35.70), but the average fine is only a few marks. The dismissal from service can only take place after a hearing of the case before the Disziplinarkammer, and in case of an adverse decision the employe may apply within ten days to the tribunal of final resort for such cases, the Disziplinarhof. Where Beamten have not served two years, and in consequence have appointments which, not being subject to the law of 1835, are capable of being terminated, the dismissal may take place directly. This process may also take place against such employes as are engaged under special conditions, especially in the case of general incapacity, bad behavior, or drunkenness. Discharged employes have no right to salary, title, or pension; but in cases of specially indigent employes, an annual

pension may be gratuitously given; this pension, however, may not exceed one-half of what it would have been had the employe been honorably discharged. When an employe is prosecuted for a crime involving the loss of civil rights (right to hold public office, etc.), or when a charge is made involving the loss of position, he is temporarily suspended. During such suspension a portion of his income is withheld, but is returned to him subsequently if he is acquitted.

The conditions governing the workmen (Arbeiter) who are not included in the budget and are not state officials are much more simple. Their position is not so secure, they can not lay claim to the rights of the Beamten, and their admission into the service or dismissal from it takes place in a simpler and more summary manner. An account of the general conditions under which their service is performed will thus supplement the former account of the regulations to which the Beamten are subjected. The inferior clerks, for example, are accepted on trial and with no assurance of continued employment. They must have an education approximating that of a high school education in this country, and must be between the ages of 17 and 25 years. If the candidate has not had this training he must show an equal amount of knowledge, or must pass an examination in writing, arithmetic, geography (especially that of Germany and the neighboring countries), correspondence, etc., and must show a satisfactory financial position. His admission into the service is preceded by his taking the oath by means of a hand shake, and he then receives a daily wage, which is raised from time to time until he has completed his period of probation. However, he may not receive over 2.50 marks (60 cents) a day, except by the special consent of the administration. The period of probation lasts from one year in the most favorable cases to over three years where the education has been defective; but before he can be promoted to a higher position he must pass a written and an oral examination, the former of which must not exceed four nor the latter two hours in length.

These workmen are expected to be

present, not only during the usual period of work, but whenever extra attendance is rendered necessary, and in this latter case they have no claim to special remuneration. The settlement of questions pertaining to pay for overwork, extra pay for piecework, etc., is left to the administration. An extra remuneration, however, is especially provided in cases of employment in any other than the usual place. The termination of the contract of service may follow a fortnight's notice on either side.

#### RELIEF FUND FOR BEAMTEN.

The most important insurance of Saxon railway employes was that of the relief fund for Beamten (Beamten-Unterstützungskasse). This fund was instituted on October 1, 1854, with a constitution ratified by the ministry of finance (which has been frequently modified since), the management of the fund being placed in the hands of the general director of State railways. Its purpose was to provide all such employes of Saxon State railways, or of those private railways administered by the State, who were not at that time State officials, with assistance. This assistance consisted in a payment to the Beamten upon their becoming unfit for service, or to their widows and children in case of death. The fund was chiefly supported by contributions from the State treasury, from interest on capital, and from the men; but there were a number of secondary sources of income, such as fines, unclaimed articles found on the railways, receipts from platform tickets, gifts, donations, etc.

\* \* \* \* \*

The organization maintained itself for over forty years, until on January 1, 1896, when all members of the fund were made State officials and the fund was therewith dissolved.

#### PENSION AND SICK FUNDS.

The pension fund for Saxon railway workmen (Arbeiterpensionskasse) was inaugurated on July 1, 1888, for the granting of pensions to the workmen and their surviving dependents. The fund owed its origin to an order of the Royal Saxon ministry of finance of June 20, 1888; but on November 5, 1890, it changed its character in order to conform to the imperial

compulsory age and disability insurance law (Invaliditäts und Altersversicherung-Gesetz), which went into operation on January 1, 1891.

The principal consequence of this adaptation of the Saxon institution to the provisions of the German law was to divide the fund into two parts. Fund A provides insurance in complete accordance with the demands of the law, while Fund B goes further and provides a greater measure of insurance and aid. The membership of Fund A is naturally larger than that of B. All workmen and working women employed by the state railways, either in the construction or operation of railways, and all assistant workmen are permitted and compelled to join Fund A, provided they are at least 16 years of age and are not obtaining a regular annual income of over 2,000 marks (\$476). To Fund B, however, only those employes are admitted who have satisfied their military duty, or have been freed from it, who have had at least one year's trial on the railway, and who are not exclusively engaged on purely exceptional or temporary work. Female employes may be admitted to Fund B only after a year's service, and only if they are unmarried or widowed, and, as widows, are not drawing a pension from any state fund. Female employes, however, are only permitted, and, not like male employes, compelled to join, and the privilege lapses three months after the year of trial comes to an end. The employes who are forced out of Fund A by the fact of their receiving over 2,000 marks (\$476) are compelled to enter Fund B, unless they become Beamten, who are not eligible.

\* \* \* \* \*

#### SWITZERLAND.

##### EMPLOYMENT ON SWISS RAILWAYS.

During the year 1895 there were 25,208 persons employed on Swiss railways, or, if we exclude 161 persons who were simply accessory and not directly engaged in the service, the total number was 25,047. By far the greater number of these, 22,908, or over 91 per cent, were employed by the five largest companies—the Central, Gothard, Jura-Simplon, Northeastern and the United Swiss railways—the



remaining 34 companies employing only 2,139, an average of 63 per company. The Jura-Simplon and the Northeastern employ the most men, owing to their greater length, but the density of employment, however, is considerably greater on the Central and Gothard railways.

From 1885 to 1895 the railway staff on Swiss railways increased from 15,729 to 25,047, an increase of over 59 per cent. During the same period the mileage increased considerably less, rapidly, and even receipts have not quite kept pace with the increase in the staff. In 1883 there were per kilometer 5.30 (per mile 8.5) employees; in 1884, 5.45 (per mile 8.8) employees; in 1885, 5.44 (per mile 8.8) employees; while in 1895 there were per kilometer 6.97 (per mile 11.2) employees. In 1883 there were 2.06 employees per 10,000 francs (\$1,930) of revenue; in 1884, 2.19; in 1885, 2.13 and in 1895, 2.25. In other words, for every person employed in 1885 there were \$906 of gross receipts from operation (Betriebeinnahmen), while in 1895 there were only \$858 gross receipts per employe. This is due primarily to falling rates and fares, the gross amount of traffic handled per employe having increased.

#### HOURS OF LABOR.

The hours of labor on Swiss railways have been regulated by a Federal law passed in 1890. The law, which concerns not only railways but steamboats, posts, and all other transportation agencies, whether chartered or managed by the confederation, is exceedingly radical. It provides that the maximum day for all employes, in so far as the exigencies of the traffic require an unusual period of work, shall not exceed 12 hours. Both the train and locomotive staff and other employes are to enjoy a daily uninterrupted period of rest of at least 9 hours, except where the employee lives in the station or along the line, in which cases the minimum period of rest is 8 hours. After about one-half of the period of work has elapsed, the employe has the right to an interruption of at least an hour.

The most important provision of the law relates to free days, and above all to free Sundays. By a former Federal Statute, passed in 1872, the employe was

guaranteed a number of free Sundays, but this provision was generally disregarded and in the supplementary law passed February 14, 1878, this provision was at the instance of the railway companies omitted. It has been revived, however, by the law of 1890, and made the central feature of the whole scheme of the reform of the period of work. The law provides that all employes shall annually receive 52 free days, distributed through the year in a convenient and reasonable manner, and of these 17 must fall upon Sundays. The companies are not entitled to make a deduction from wages in consideration of these free days. Sunday freight traffic must entirely cease, with the exception of express traffic of merchandise or cattle. When rendered necessary by special circumstances various provisions of this law may be exceptionally suspended. Contraventions of the law are punished by a fine not exceeding 500 francs (\$96.50) for the first offense, and not exceeding 1,000 francs (\$193) for subsequent offenses. The surrender on the part of an employe of the privilege of having any given day free does not exculpate the company for depriving him of subsequent free days.

In carrying out the law a number of difficulties were encountered, and at first considerable friction ensued. In a special report made by the board of inspectors of Swiss railways to the Federal department of post and railways on March 30, 1892, with regard to the carrying into execution of the law of 1890, several of these difficulties were pointed out. The railways complained that it was impossible to obey the law, and that it was particularly difficult to put a stop to Sunday freight traffic, especially in view of the increase of business in 1891. They had, therefore, requested that the law be not put into operation at all until June 1, 1891, and that it should not be completely executed until June 1, 1893. The difficulties, however were exaggerated, and it was found that by January 1, 1891, the Gothard company had completely stopped its freight service, and by August 1 all the other great companies had, with one partial exception, ceased to carry slow freight on Sundays. The Gothard and Central railways found it possible within a few

months after the passage of the law to give the men, with a few exceptions, the contemplated number of hours of rest. In certain stations on the Central and on other railways it was at first found impossible to obtain the additional men necessitated by the new conditions of traffic, but during the summer this difficulty was obviated. The Federal Council, however, saw itself compelled during the month of September, 1891 to grant the companies permission to revive their Sunday slow freight traffic from September 27 to November 15, owing to the heavy autumn traffic, and in order to permit the trucks to be properly utilized.

On the whole, however, it was clearly recognized as early as 1892 that the anticipations of the company had been too pessimistic, and that the law in its main provisions could be carried out. The most difficult feature of the law was the granting of 17 Sundays per year, and while the prohibition of slow freight traffic rendered the granting of the free days easier, it did not suffice in all cases. Thus, for example, the Jura-Simplon Railway had developed a great amount of cheap Sunday excursion traffic, and the men who were freed from the freight business were thus

[TO BE CONTINUED.]



## ON THE RIP.

I saw a conductor, he looked mighty bad,  
Very much like a man with the grip;  
You ask me the reason, what makes him so sad,  
He's lately been placed on the rip.

The rip track is noted for cripples and age;  
Some go for a month or a trip.  
If forty years catches you still on the stage  
You are put in for keeps on the rip.

There once was a time, I remember it well,  
I was making a juvenile trip;  
I tore up more track than I ever can tell  
And didn't pull in on the rip.

You wasn't sized up by the color of hair  
That grew on your head or your lip;  
If you'd play the tune right and tote on the square  
You never would hear of the rip.

But changes will come, as they always have done,  
Conductors are scarcely so chip.  
It takes a good hustler to watch number one  
And keep the switch locked on the rip.

The dispatcher looks glum if you have a delay,  
The trainmaster posts up a slip;  
"Student takes out No. 20 today,  
Smith pulls in to clear on the rip."

I'm told it's a crime to be forty years old,  
Or carry gray hairs on your lip;  
For either you're shuffled off in the cold  
Or banished for life to the rip.

My thoughts wonder off to the children and wives  
That have scarce enough gruel to sip,

absorbed by the increasing of the passenger traffic. The board of inspectors, however, who were charged with the execution of the law, held that the free Sundays to the employes were of greater importance than the excursion travel to the public, especially as much of this traffic might easily be created and accommodated on week days if the fares were reduced, and insisted upon obedience to the statute.

Present appearances point to an approaching attempt at a revision of the law of 1890. Since the passage of the law the demands of the men have been growing, and it is now hoped that a law will be passed by the council that will be still more favorable to the employes, or that the present law will be revised in this sense. The chief demand that is now made is the establishment of a ten hours' maximum. The companies seem willing to compromise on 11 hours, but the leaders among the railway employes insist upon a further concession. It is also expected to obtain for the men, if possible, the granting of a week's leave of absence over and above the 52 free days now conceded, and to insist that the free days shall be preceded and followed by nights off duty.

And the gaunt wolf to haunt them the rest of their lives,  
While the old man is out on the rip.

Now, Brothers, the serious part of all this  
Is the tear and the trembling lip  
That make their debut at the exit of bliss  
When your time comes to go on the rip.

Don't say, "Howdy, Jim," or "I'm sorry for Bob."  
Then rush off and give him the slip;  
You may yet be boss of some lucrative job  
Taking up space on the rip.

But chuck him a quarter and pass the hat 'round,  
And when it has made the whole trip.  
If I'm not mistaken enough will be found  
To gladden those hearts on the rip.

Some talk of a farm, and a pig, and a cow,  
Bean soup, and a ladel to dip,  
Then "Gee, Buck and Brandy," all day at the plow  
Makes paradise out on the rip.

Pigs get the measles and cattle will roam.  
And chickens all die with the pip;  
I'd rather be near the place I call home,  
Or any old place on the rip.

Then let me stay here where I see the trains move  
And hear the wheels clip-a-te-clip.  
"Til I make my last run to that station above  
And vacate this place on the rip.

Houston, Texas.

No. 7.

# Editorial



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription \$1.00 per year.

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## THE WRECK ON THE READING.

The disastrous wreck on the Philadelphia & Reading Railroad at Hatfield, Pa., which occurred on Sunday morning, September 2, and which resulted in the fearful slaughter of thirteen persons, together with more than three times that number wounded, scores another slaughter against that management whose officers have again escaped from atoning to the offended law by the plea that its subordinates disregarded the rules of the company.

On the morning in question a milk train left South Bethlehem on its regular schedule, bound for Philadelphia, via Lansdale, a junction of the Doylestown branch. The stations along the Bethlehem branch going south are quite close together and average less than two and one-half miles apart. At Quakertown, orders were received affecting the movement of six trains, within one order. Within this order was one providing that three specials leaving Bethlehem should pass milk train No. 416 at Lansdale. These specials were running on a special card and had no rights over regular trains. According to the rules of the Reading all trains are to be kept five minutes apart, without regard for weather, topography of the country or other consideration affecting safety under the operation of this rule. The following sched-

ule is that under which these trains were run between stations just beyond Hatfield, where the wreck occurred:

No. 416.	STATIONS.	First Special.	Second Special.	Third Special.
6:40	Telford	6:48	6:53	6:56
6:46	1.3 mi. Souderton	6:51	6:55	7:00
6:53	2.5 mi. HATFIELD	6:57	7:00	7:05

A glance at the above time card will at once convince any person who has had experience in the operation of trains, that in the absence of a positive block system, as was the case in this instance, the issuing of a time card which brought in so near proximity, thus totally disregarding the only rule which provided for the protection of these trains, showed the grossest mismanagement that can be imagined.

The evidence in the coroner's inquest brought out the fact that train 416 was five minutes late leaving Souderton. A heavy fog was hanging over the country, which obscured the vision for any distance. No block was displayed to hold the special at this place, as the operator was engaged at the key at that moment in taking another order. A moment later the special flew by and before he could display a red signal. When the milk



train arrived at Hatfield it was three minutes late. The rules of the company do not require the flagman to protect his train until a train has been detained at a station two minutes. Before this time had expired the special shot out of the fog and crashed into the milk train standing at the depot.

The special had arrived exactly on time. The milk train had not been detained the two minutes which would necessitate flag protection, by the rules of the company. Operators had no intelligence of the location of either train prior to their arrival at their stations. Their duties necessitated their attention outside of the telegraph duties at train time in selling coupons, milk tickets, etc., and the dispatcher was not able to get a response to an office call at any station until after the special had passed. The possibility of the milk train's being late, the condition of the weather, the variation of watches and the duties of operators which took them from the key, all opened an avenue for disaster that was carelessly overlooked by a management who alone are to blame.

As a result of the coroner's verdict Engineer Davis was condemned without a hearing, while he was lying dangerously wounded in a hospital at Bethlehem. The only evidence from Davis' lips was in the testimony of Thomas Shelby, the conductor of the special which Davis was pulling.

"Davis was lying on the embankment after the wreck when I saw him. He looked at me and said, 'Tom, I never got a signal from the time I left Quakertown till I got to Hatfield. There wasn't a flag or a red board anywhere.'"

Conductor Shelby in his testimony said that he did not know whether the milk train was on time or not, but felt that so long as he did not get ahead of his schedule time, he was working strictly within the rules laid down by the company. Yet, in view of all these facts which pointed to the faithful discharge of duty according to the rules of the company, the coroner's jury verdict condemned four victims who were faithful in their purpose of carrying out a set of rules which in themselves would permit of no application that would insure safety to trains.

When viewed from a practical standpoint the policy of the Reading has been such as to warrant condemnation from the public for a long time. In the Exeter catastrophe the coroner's jury entered a verdict on the same lines with that of the jury in the present case. They recommended the extension of the Hall block signal system on all parts of the system, but after completing a short distance it was abandoned as "too expensive." The jury recommend a completion of that work as their verdict at this time.

Such verdicts but place a premium on these fearful disasters and do an injustice to the poor employe who tries to do what is right as laid down in a faulty set of rules. Any effort on the part of the men to secure a change of conditions under which they work has been to invite instant dismissal in every instance in the past. The impulse that prompts men on other systems to confer with their superior officers in the regulation of minor details insuring the safety of transportation of passengers and freight are denied to the men on the Reading, and such attempts looked upon as unwarranted and presumptuous on the part of the employe and is followed by dismissal. Under such tyrannous discipline as is enforced upon the Reading is there any cause to wonder that these horrible disasters are of so common occurrence? The conditions under which men labor on the Reading which afford so many chances for disaster are certainly appalling. On one hand a senseless management forces obedience to rules that are criminal in their application; on the other hand the employe is forced to face constant danger with no voice of appeal. He is denied the privilege of uniting with his fellows for the upbuilding and protection of his interests. He is a mere hireling whose condition is worse than slave or serf, who through force of necessity, becomes as a dumb animal led to the slaughter pen where he is sacrificed as an offering to appease the wrath of the law which demands redress for the lives that have been crushed out through his alleged criminal carelessness.

The general purpose of our railway organizations is to better railway service. No more powerful auxiliary to the interests of any railway exists than the self-

appointed interest which is obligatory on each member of our railway orders. As an indisputable evidence of this fact where the finest system of running trains prevails there you find the men most thoroughly organized. This fact alone appeals in behalf of affiliation and would receive the commendation of the officials of the Reading were it not for the avaricious, niggardly policy that is enforced on the "penny wise, pound foolish" plan. It must not be assumed that we are egotistic in proclaiming for the railway organizations our power as an auxiliary to their interests. A careful investigation will convince the most skeptical that on roads where men are permitted to unite and discuss their conditions and are recognized by the officials as having the right to be heard in matters relating to their own comfort and safety, there you will find the best discipline and the highest class of service. The influence of the several railway organizations is constantly increasing and the moral influence that is manifest in the craft everywhere today, forms a marked contrast to the character of the men before its influence existed. Does not such an influence commend itself to the traveling public who commend themselves to the safe keeping of those who man our trains? Would it not appear that a necessity existed for extending this influence and that any effort which opposed its extension is a blow at industrial progress and a menace to public safety?

The Reading bitterly opposes organized labor and will not knowingly tolerate a man in its service who is a member of any body of organized labor. The connection of ten employes who were members of the Trainmen, became known to that management on September 4, and they were summarily dismissed without cause. Seventeen others have been ordered to report for their time checks.

The Philadelphia North American says regarding this wholesale dismissal:

The employes who have so far been discharged were members of Lodge No. 113 in Kensington; They were all old employes, some of them having served the company for many years. They were employed on the Bethlehem branch of the Reading and were directly under Division Superintendent Tomlinson. It is claimed

by the men that the company has absolutely no reason for their discharge, excepting only the fact that they have had the temerity to join a labor organization. They were all in good standing and felt safe in their positions until it became known to the officials of the road that they were Brotherhood men.

Superintendent Tomlinson was seen at his home last night, and asked if he would make a statement concerning the action of the company in discharging the seventeen men.

"No, sir," he replied emphatically.

"Will you affirm or deny the assertion that they were discharged solely because they were members of the Brotherhood?"

"No, sir; I will say absolutely nothing about it."

The same blind antagonism which characterizes their opposition to adopting rules which will provide against disaster seems to prevail in opposing the welfare of the men. It is hard to understand how any company can afford to pursue a policy that is diametrically opposed to its interests in the end. It would appear that the cordial relations between the employes and employers of other lines and their consequent loyalty to their company's interest; the efficiency of service in these lines; the improved system of dispatching trains and the perfect understanding of every detail which alone insures safety to both the crew and the passengers, would appear an incentive to the management of the Reading to follow. The crew desires protection as well as the passenger, but we can well understand how employes serving a company whose system of operating its trains has no assurance of safety connected with it, can be made to feel an utter disregard of danger, trusting to providence to avert disaster. Had the coroner's jury been acquainted with the method of handling trains on other lines whose rules provide that no train or engine shall leave a station to follow another train or engine until the preceding train or engine shall have passed the preceding station, thus making what is known as positive station block, the jury would not have rendered the verdict they did. We regret that the gentlemen composing this jury were not qualified to look beneath the surface of affairs as they were presented in this case and understand the basic principle upon which the rules were

founded. We regret that they did not consider the seriousness of running the specials on a schedule which violated the only rule of safety which appears in their time card. We regret that they deemed the adoption of any automatic signal system a sufficient protection to trains under all conditions. We regret that the innocent were made to suffer for the guilty for the awful slaughter of people for which the management of the Reading alone were to blame. Regrets are vain, however; the same grinding policy still exists; the system of operating trains remains unchanged; the same possibilities remain open for employes to be condemned for criminal negligence while acting as agents for a company whose rules they faithfully discharge. We can only hope that the vengeance of a just God will avenge the wrongs done the men who suffer the tyrannous persecutions of the officials of the Reading, and that He who rules over all may mete out the punishment that is justly theirs. The crime committed is too serious to be spoken of otherwise than in a truly righteous manner, devoid of any bitterness or hatred toward the management. The injustice done the poor fellows by the coroner's verdict and the tyranny of the management over those of whom they demand a cringing subserviency, are all reasons which appeal to public sympathy and awaken a desire to see justice done. When will this be?

Closely following the wake of the Hatfield disaster comes the report of the resignation of General Superintendent I. A. Sweigert and Division Superintendent

E. C. Tomlinson, as if in answer to our apparently hopeless question. It would appear that by the supplanting of two of the executive heads that an outlook for better condition is promised. We can not, however, look for any change for the better so long as the policy remains the same, no difference who may have been appointed. The cancerous growth has become too chronic to be cured by a few local applications and will in due time spread its influence over these, leaving as bad a condition of affairs as before.

We have every reason to believe that if the operation of affairs is left to the successor of Mr. Sweigert that there will be a general "house cleaning" on the Reading, and that the monstrous treatment the men have undergone in the past will be supplanted by a discipline that will raise the service on the reading to a standard that compares favorably with the C. B. & Q., or other well regulated lines. We have too much faith in Mr. Besler to believe that his acceptance of the position of general superintendent of the Reading means the submerging of his personality to become the tool of a disaster-inviting policy for the money there is in it. He is too honorable for that. A star of hope, therefore, arises in the horizon which we believe is the employe's guiding star to better conditions. Let us hope that for them a day is dawning in which they can hold up their heads, cast off the shackles of subserviency and enjoy their legal rights without tyrannous oppression.



### THE FIREMEN'S CONVENTION.

The seventh biennial session of the Brotherhood of Locomotive Firemen at Des Moines, Iowa, was, perhaps, one of the most harmonious sessions ever held by that organization. Many important amendments were passed affecting both the organization proper and the insurance department, which it is believed will be for the good of the members generally. Several propositions were submitted from various cities with a view to securing the

permanent headquarters of the Firemen, but none were adopted. Among the cities bidding for same were Cleveland, Denver, Milwaukee, Omaha and Des Moines.

Owing to Governor Shaw's absence from the city, Secretary of State G. L. Dobson representing the Governor received them in an address of welcome, after which they were taken over the city and entertained in various ways, during their stay.



E. W. ARNOLD, Grand Secy. & Treas.  
E. M. WILSON, 2nd Vice Grand Master.

OFFICERS OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN.  
J. P. SARGENT,  
Grand Master.

J. J. HANNAHAN, 1st Vice Grand Master.  
W. S. CARTER, Editor Firemen's Magazine.

Nearly 500 delegates or alternates were present at roll call, which attests to the general interest in the Brotherhood; it being understood that the total number of Lodges is 572. These 500 delegates represent about 36,000 firemen diffused over a territory that extends from coast to coast including the Dominion of Canada and Mexico.

At the public meeting on the evening of the opening day of the convention welcome on the part of the State was extended by Hon. G. L. Dobson, Secretary of the State, representing the Governor and on behalf of Des Moines by the Mayor of the city. Addresses were made by Hon. A. B. Cummins, Grand Master Sargent, Grand Master Morrissey of the B. R. T., Grand Chief-Conductor Clark and others.

On the second day of the Convention, Grand Master Morrissey and Vice Grand Master Lee of the B. R. T., Grand Chief Conductor Clark and "Father" Coffin were invited to address the delegates in convention assembled, which they did. The reception accorded to the officers of the sister organizations was enthusiastic and warm and spoke louder than words could the spirit of fraternity in which they were welcomed. Father Coffin's earnest efforts in behalf of railroad men have been the means of endearing him to those in every class of the service, and at the conclusion of his remarks he was lifted upon the shoulders of the delegates and carried about the room amid cheers that were simply deafening.

Chief among the social features in connection with the Convention was a banquet given to the delegates and visiting members of the Brotherhood and their Ladies' Society, given by our Division 38 and the division of the B. L. E. at Des Moines. A complimentary reception and ball was also tendered by the Conductors and Engineers.

Many other social functions enlivened the stay of the Firemen while at Des Moines, and added to the pleasure of those whose interest in the Brotherhood brought them into the Hawkeye state, but probably the reception and welcome extended by the Cedar Rapids Commercial Club on their homeward trip bore away the palm for anything they saw or

enjoyed during their visit, considering the short time for its preparation.

When it was learned that the special train bearing the delegates was to pass through Cedar Rapids, on the return to the east, the Commercial Club of Cedar Rapids made hasty arrangements to extend such welcome as the limited number of hours would allow. A committee consisting of Brothers Clark and Maxwell, Mayor John M. Redmond, Aldermen Buck and Allison, T. S. Metcalf and Attorney John M. Grimm boarded a train which intercepted the special at Marshalltown, Iowa, and returned with them. Each of the delegates and every visitor on the train "properly checked and tagged" was, on arrival at Cedar Rapids, conducted to the best hotels of the city where a complimentary luncheon had been spread in the most elaborate style. Orchestras furnished music during lunch hour and all seemed overwhelmed with astonishment at the lavish display and courteous treatment accorded them. After lunch the party assembled in the spacious waiting room of the C. & N. W. Railway where another orchestra was furnishing music. Speeches were here indulged in but the limited time the delegates were permitted to remain necessitated but brief remarks from each. Mayor John M. Redmond was the first speaker, and extended a hearty welcome to the Brotherhood, humorously apologizing for the lack of that "wild wooliness" they expected to see on their arrival at Cedar Rapids. Attorney John M. Grimm followed with an apology for the Commercial Club for not having had sufficient time to properly prepare for their entertainment while in the city, expressing regrets that the time afforded by their schedule did not allow sufficient time to properly entertain them. He complimented the organization and assured them of the best wishes of the city and bade them farewell.

Grand Master Frank P. Sargent responded in that hearty manner that showed his appreciation of the hospitality he had enjoyed and the sentiments so warmly expressed by the representative citizens of Cedar Rapids. He said that he knew that there was an unexpressed bubbling in the hearts of all the party of guests and proposed that they give vent



toit by three rousing cheers. After which he called for cheers for Brother Clark, which was responded to with a vim that showed the esteem they bore our Grand Chief.

The election of officers did not create any changes in the present administration and all were re-elected to the same offices. The salary of Grand Master was fixed at \$5,000 per annum, which is expressive of the appreciation of the responsibilities consequent upon the incumbent of that office and accords to it an amount equiva-

lent to that paid by other organizations to their Grand officers. The action of the convention in every matter was characterized by that conservative spirit which is an indication of its sure and steady progress, and its seventh session may safely be looked back upon as one at which foundations were laid for broader and better conditions.

The next Grand Convention will be held in the city of Chattanooga, Tenn., in 1902.



### GOVERNMENT OWNERSHIP IN GERMANY.

Among our American tourists there seems to be no difference of opinion upon one point. That point is that the railways of Germany are without exception the most poorly equipped, and make the slowest time of any of the European railroads. To any person opposed to government ownership of railroads the experiment of Germany in this connection affords a horrible example, and might be used with telling effect upon arguments produced to show that government ownership would be a good thing for this country.

When the government of Germany assumed control of its railroads it was promised that that government would reduce the rates, improve the service and provide better equipment in both road-bed and in rolling stock, but this has never been done; and only sufficient repairs have been made to enable them to get along with the traffic as it came to hand. Probably no leased line in the United States has been so utterly worn down and thoroughly abused as have been the railways of Prussia since its railroads became nationalized. The vast sums of money earned by the railways have been used for general purposes outside of the maintenance of railways and have been used as appropriations demanded to meet the requirements in other branches of the government that they might be made to seem smaller than they really are. It is said that "instead of putting railroads upon a self-supporting basis they are used by the govern-

ment to provide funds for building war ships and supporting armies." The equipment is poor and in bad repair, the service horrible to an American used to traveling on all kinds of railways and worst of all, the rates are maintained at an abnormally high figure for a most miserable class of service. There are no improvements of any nature and the appliances are of the most antiquated patterns. The subject of cost enters into every consideration without regard for what might be saved in the end by their adoption. Such is the situation of affairs in a country whose railroads are operated under government control. It does not seem entirely clear to our mind how a railroad can be successfully operated either in Germany or elsewhere, by a lot of unskilled politicians whose knowledge of the management of a railway is restricted to what they have acquired while traveling in the coach of some passenger train. There are those, no doubt, who imagine that a political career has fitted them to successfully take up the duties of any general manager in this country and who would, no doubt, aspire for the position, were it an appointive office under government control. With all due respect for the government of Germany we are of the opinion that the personnel of the officers of its railways are of this mould.

Perhaps government control of railways will some day occupy a more serious place in the minds of the people than it does at present. It is hard to tell what

industrial evolution will unravel. But whatever that may be if it brings forth the consideration of the proposition looking forward to government owner-

ship and a study of its operation in foreign countries, for heaven's sake let us not go to Germany for a working model.



### OUR PLEDGE TO CUBA.

Our policy toward the people of the island of Cuba within the past two years has been such as to give rise to the belief that it was our ultimate intention to relinquish all suzerainty after a condition of affairs had been arrived at that would warrant the belief that they were able to assume control of their governmental affairs without direction or assistance from us. Every indication goes to show that they are now able to do this, or as able as were the thirteen original colonies of the United States, to say the least. The state of dissatisfaction now existing and gradually increasing, brought about by our delay in granting to them their independence in regulating their own affairs is producing a feeling that may be termed distrust.

General Fitzhugh Lee, who recently returned from Cuba and who is competent to discuss the situation as it exists, says there is much dissatisfaction over the proposed constitutional convention because the Cubans are compelled to submit their constitution to the United States for approval. They say they should have the right to make their own government without the consent of any foreign nation.

Perhaps this government sees the necessity of a wise precaution in placing certain restrictions upon the framing of their constitution, but neither our pledge to this people two years ago nor the consideration of the profound gratitude that has bound them to us by our intervention, warrants the belief that we are justified in our conduct toward them in dictating the very first step that tends toward an independent government. No matter how great the debt of gratitude by which they are bound to us, we must confess that our conduct towards them is not what we gave them a right to expect. It is our sincere belief that a faithful discharge of our obligation to this people

will be the means of drawing them still closer to us, cementing the friendly ties which now exist and in a short time awaken within their hearts a desire to annex themselves to a people whose honor is only equalled by their bravery in the defense of a down-trodden people. While the dishonesty of Neely and Rathbone have marred the faith of the Cuban people and led them to believe that there are rascals of as deep dye among us as there were among their oppressors, the Spanish, we are not quite ready to believe that they regard the entire nation as spoilsmen, yet the example afforded by these representatives of our government cannot help but have a tendency to fix in the minds of some that back of our humane action of intervention at the time of their struggle with Spain was a spirit of greed natural to every American. We cannot longer afford to foster a policy which tends to strengthen this belief in a people who have so high a regard for our integrity. However pure our motives in retaining a protectorate over this island we cannot in the face of the present situation of affairs hope to maintain the same friendly feeling of confidence that existed before. Our plain duty now lies in a straightforward and speedy discharge of our obligation to this people regardless of what plans we may have had in mind for their benefit. No proposition, however beneficial in nature, will now be accepted by these people as an excuse for further control of their affairs without increasing their distrust of us, and if we would acquit ourselves creditably, not only before these people but before the eyes of the world we must be faithful to our obligation. We pledged ourselves to grant to them their independence. If we have any regard for our national honor, it is our sacred duty to protect them, not interfere with them in the exercise of the rights of freedom for which we helped them fight.

**LEGALITY OF LABOR ORGANIZATIONS.**

A decision has been rendered by the first department of the Appellate Division of the Supreme Court which is of unusual importance to workingmen. It recognizes the right of members of a labor organization to strike against the employment of non-unionists. The Bulletin of the Bureau of Labor Statistics in its editorial comment on same, says that "it has long been contended by labor leaders that what is legal for one man is legal for two, three or any number of men acting in concert; while on the other hand, conservative lawyers have always betrayed a tendency to broaden the definition of conspiracy so far as respects combinations of workingmen. From the time that all strikes were held to be contrary to law by English judges, the definition of conspiracy has, however, been narrowed by the courts until this latest decision in New York admits almost the whole contention of the trade unions. It holds that a workingman outside a particular union who is discharged by his employer as a consequence of the united protest of his fellow employees, backed by threats of striking, has no remedy under the law against those who have combined ('conspired' would be the term used by legalists) to exclude him from employment as a penalty for non-membership in the protesting union. The most significant portions of the opinion rendered by Justice McLaughlin are as follows:

It cannot be seriously questioned but

that every workman has the right, in the first instance, to say for whom and with whom he will work. This right is guaranteed to every person of legal age and competent to contract under our laws. An employer has the absolute right to say whom he will employ and the employee had the right to say by whom he will be employed and with whom he will work. The right is reciprocal, and once that right is destroyed, personal liberty is destroyed and chaos reigns. And if one has this right, acting in his individual capacity, he does not lose it when acting with others clothed with an equal right, so that employers may combine and say they will not employ persons who are members of labor organizations, and laborers may combine and say they will not work for employers who engage any but members of labor organizations. \* \* \* \* \*

It cannot be questioned but that one may, by lawful means, obtain employment either for himself or another. He may procure the discharge, by lawful means, of another person, in order that he may obtain employment either for himself or another. This is all that the Enterprise Association did. It was seeking to obtain employment for its own members, and wherever it found places filled by members of the plaintiff association it procured their discharge, in order that the employment might be given to members of the Enterprise Association, and, in case that was not done, they either withdrew or threatened to withdraw from work.

The decision was unanimous, but on account of the importance of the issue it will probably be carried to the highest court for final determination.

**THE STRIKE OF THE ANTHRACITE COAL MINERS.**

It is to be devoutly hoped that by the time this appears the strike will have ended and favorably for the miners. All whose sympathies go out to working people, or in the direction of organization among workers, will be interested in a plain, unvarnished statement of the causes which led up to the strike, the points involved and the true facts as to the conditions under which these men work and live.

The newspapers bring to us the news that whatever of lawlessness and rioting has been indulged in has been wholly on

the part of the foreign element. It seems to be well established that the Americanized class among the miners are conducting themselves in a manner to win the approval and the sympathy of everyone except those who are anxious to prevent effective organization among the anthracite coal miners. No matter what troubles the mine operators may have with the ignorant foreigners, the general verdict will be, "serves them rightly," because they (the operators) have brought large numbers of that element into the coal fields for the purpose of using them to



defeat the efforts of the better class of workmen to improve the conditions under which they labor.

The following statement of the causes and conditions of the strike, together with its clear outline of the points involved, is made by Mr. Walter Wellman in the Chicago Times-Herald, after a thorough personal investigation on the ground. From it it will be clearly seen that the demands of the miners were both reasonable and just. They should win, and, having won, should maintain an effective and thorough organization through which to maintain the advantage thus gained.

The vital question involved is as to whether or not there is to be an organization of the anthracite miners. For ten years there has been no such organization worthy the name. All this time there has been a dominant organization of mine owners and coal carriers. This combination has been and is determined that there shall be no rival combination of the miners.

But the spirit of organization and combination exists as strongly among the workmen of America as it does in trade and finance. Having successfully organized the whole bituminous region, the leaders of the United Mine Workers of America decided to organize the anthracite region. They did so, getting about one-quarter of all the men in the union.

Then came the tug of war. The miners made demands and wanted to strike. The union officers held them off and sought to enter into negotiations with the companies and operators. The latter, feeling secure in their power, determined to brook no organization of their employees, refused to confer with the officers of the union and declined to recognize their existence.

The nine railway presidents who absolutely control the anthracite fields did not fear a strike. They did not believe it possible that the mines could be tied up. Only one-quarter of the workmen were in the organization; all previous strikes had failed; this one would fail, too. So they ignored and snubbed the officers of the union, resisted all appeals from neutral sources, and it was impossible to open negotiations.

Nothing remained but a strike. The men were ordered out of the mines three weeks ago. To the surprise and dismay of the owners and operators, not only the 35,000 union miners went out, but in a few days all but about 15,000 of the 140,000 mine workers in the anthracite region were idle. Perhaps the greatest strike in the history of the country, so far as number of men engaged is concerned, was

thus instituted. The tie-up was practically complete.

Now the owners are trying to patch up a peace which will bring the men back to work without recognizing the union. They are willing to make concessions as to wages and methods, but they do not want a labor combination in the anthracite region to checkmate and offset their own combination of capital.

In this they are almost sure to fail. Any concession to the men, no matter what, or how made, will be a moral victory for the union. It could not have been obtained save by the union. Whether or not the owners officially and formally recognize the existence of the organized labor, labor is organized, will continue organized, will continue the extent and power of its organization and is and will continue to be a fact which the capitalistic combination will have to reckon with.

There was no need of a strike. It could easily have been averted if the owners and operator had been willing to negotiate and make reasonable concessions; if they had been willing to recognize that in this age of centralization, of combination, of organization, the anthracite region cannot be kept immune from the ruling, moving spirit of the times; that if they themselves organize to make prices, control output, regulate freights, fix wages, a rival organization among their employees is inevitable, and that this latter is a force which both of right and practical necessity must be dealt with.

The strike was justifiable. It is not correct to say it was due wholly to "agitation." But for "agitation"—to-wit, organization of the men by officers of the national body—of course there would have been no strike. As the anthracite workers stood they were devoid of cohesiveness, initiative, organization. These were supplied through the energy of the men sent from the soft coal regions. "Agitation" alone could not have produced the mighty result. Without legitimate grievances 125,000 or 130,000 men could not have been induced to lay down their tools. There were legitimate grievances. Not even the operators deny that now.

Their grievances could easily have been removed, because they consisted not so much of a demand for higher wages as for juster methods of determining what the wages are.

The truth about the earnings of the miners is that the men have been fairly well paid for their labor, and a slight increase, accompanied by reforms of method, would have satisfied them.

But for a constantly arising standard of comfort among the workers, spreading from Americans to foreigners and becoming more acute with all classes as the young men and women take the places of the old, resulting in a steady

increase of the requirements in the shape of clothing, food, education, amusements, creature comforts of all sorts, the old wages would suffice to preserve content.

To meet these constantly widening demands, to enable these people to rise from the lower levels in consonance with that uplifting which goes on steadily and everywhere in America, the earnings of mine workers should be increased.

The wage system now used throughout the region is antiquated, clumsy, one-sided. Under it wages have nominally remained stationary for thirty years, but actually, in many instances, have been reduced as operators have taken advantage of conditions and added to the size of the car or "ton" or have unjustly "docked" the miner for slate in his output.

The "sliding scale" which the miners asked to have abolished, is a certain price per ton or per car based on the selling price of coal at tide water. In theory it is a device for enabling the miner to share in good times and assume his part of the burden of the bad times. In practice the miner constantly gets the worst of it. The combination of owners fixes prices, and most of the coal is sold at a higher rate than that which prevails when most of the mining is done.

The demand of the miner for abolition of the sliding scale and substitution therefore of a fixed price per ton of 2,240 pounds is just.

So is his demand that "in docking" the miner's car for slate, which is now done by a company man alone, a representative of the miners shall be present and have a voice.

The demand of the men for powder at about cost price is just. Powder is one of the tools of mining, and the workmen should have it at cost.

The demand of the men for abolition of company stores is just. Already the check or store order system has been abolished by law, and the big railway mining companies have closed their stores. Individual operators maintain stores, and make an average profit of 30 to 35 per cent. on their very large sales.

Nominally no man is compelled to buy at the company store. Actually, however, the man who does not buy there is liable to discipline, first by being put at an undesirable "breast" in the mine, and if that is not sufficient then by being discharged outright.

The worst phase of the company store system is that it naturally and inevitably encourages extravagance on the part of the miners and their families. It is so easy to buy things one could do without when "it goes on the books" and no cash is required.

Most operators and their clerks encourage extravagance in order to increase sales, and a majority of the miners are in

debt to the company from one year's end to another.

The company house, of which so much has been written, is not a great evil. Catholic priests who have been in every house in this region say as a rule the company houses are worth the rent paid for them, and men are free to rent of whom they please. Many hovels are occupied by families, but this is not because of necessity, but because the Italians and Hungarians will not pay any more house rent than is absolutely imperative.

There is no starvation or destitution among the miners. There is poverty, due as often to improvidence as to inability to earn. Nearly every family, even the foreigners, have "Sunday clothes." Their food and general living are about on a par with those of second-rate mechanics, cheap clerks or laborers in the cities. Pictures of "starving miners" and "naked children" are fakes. Where foreign families do live in squalor it is often because they prefer it, and save their earnings instead of employing them.

One great difficulty in this region is that nearly twice as many men are kept on the pay rolls as are needed to mine the amount of coal the market will take. This system is deliberately maintained by the companies and operators, because they think surpluseage or labor adds to their immunity from strikes and gives them an advantage over all efforts of the men to command higher wages and reforms.

As a result of this system of keeping on the pay roll of every colliery nearly twice as many men as are needed, the force works only about half the time. Last year the average number of days' work in the whole anthracite region was 170, as shown by official statistics. This year, on account of greater demand for coal, the men averaged four days a week up to the time of the strike.

Miners' wages are so various and complex that it is almost impossible to state what they are without a long explanation. Operators point to men who earn \$100 in a month of twenty days. It is as easy to find instances at the other extreme—\$15 or \$18 a month for able-bodied men. As nearly as I can get at it the adults, miners, laborers and all, averaged last year net \$350 each, while this year, but for the strike, they might have earned \$400.

It should be remembered that less than one-third of the employes of a colliery are actually "miners" in the technical sense. Laborers, or day men, average about half the pay of miners.

Nature has imposed upon the miner new conditions which restrict his earning capacity. Most of the big veins of anthracite are worked out. In the smaller veins now being worked coal is harder to

get, and more powder is required to get out a given amount.

Favoritism is a pernicious feature of mine operating. Men who "stand in with" the company or the mining boss get the best "breast" where the coal is most easily taken out. This explains why some miners are able to earn \$5 a day or more, while others in the same mine may earn only one-third as much. The possibilities of this favoritism also explain why many of the most successful and well-to-do miners hold back when it comes to labor organizations or strikes. As a rule the lucky miners are liberal customers at the company store.

For thirty years or so the present system has been in vogue. In that time the needs of the miner have increased. But he has had no raise of wages. Instead many operators have raised the "ton" to 3,000 pounds. The colliery car has swollen in size. Veins have become smaller, and more work and more powder are required. More and more the "docker" has given the men the worst of it at the top of the breaker. A readjustment on a more equitable basis was due in the natural course of things.

This strike was not ordered for political reasons. I can find no evidence that presidential politics has had anything to do with it, except in this way: The officers of the Miners' Union knew that during presidential campaign was the best time to bring matters to an issue, because then they could rely upon political pressure to help on a settlement. That they were right is shown by the fact that Senator Hanna has done all in his power to induce the corporations to make concessions to the men and recognize the union.

In addition to this being a presidential year it is a time of prosperity. The anthracite coal trade is thriving. Hard coal is to some extent a luxury and the use of it increases in good times. There was a heavy demand for coal, and the owners' combination had taken advantage of it to stiffen prices. President Mitchell and his associates thought the time ripe for a demand. The miners agreed with them. They wanted their share of the fruits of prosperity, they deserve it, and are likely to get it.

The miners did not demand a stated increase of wages. They wanted reform of the methods, and were willing to negotiate as to the new compensation. They had no extravagant notions as to higher wages. If all their demands were granted and in addition 10 per cent actual increase in wages were given them the cost of mining coal would not be increased more than 10 or 12 cents a ton, as the entire labor cost of getting a ton of anthracite upon the cars is now about \$1.

This small increase of labor cost the industry can stand without taking it out of the consumer. It is not true, as aimed by many, that there are enormous profits in anthracite coal. But

there is a reasonable profit after paying a fair freight to tidewater, and every demand made by the miners, with the possible exception of the immediate abolition of company stores, could be granted without disturbance of the economies or profits of the interested corporations and individuals.

The officers of the Mine Workers' Union are conservative men. They have tried in this field the same rational, business-like methods which produced such good results in the soft coal regions. They advised the men to make only reasonable demands. They have offered to waive recognition of their own organization if the owners will make tangible concessions to the men. President Mitchell and his associates do not stand in the way of a fair settlement, but they are prepared to use their great power in opposition to any insincere or inconclusive arrangements that may be proposed.

So far the men of the anthracite regions have maintained surprisingly good order. The troops were not brought into this district to suppress riots, but to put men to work. Their coming had precisely the opposite effect, keeping men away from the mines, and so no more troops were ordered out by the governor.

There has been little intimidation of men who wanted to go to work. Such as there was could be better described as persuasion than as intimidation. Thousands quit work who did not really wish to do so, because from past experience they had little faith in the efficacy of a strike. But a desire for reform and fear of being called "scabs" were too strong for them. This is the first time in the history of the anthracite region all of the various districts have gone on strike at the same time. Hitherto the men have failed because the operators played one district against another and starved the men out.

This strike should succeed because it is based upon just grounds, because it is moderately and skillfully handled, and because the men stand squarely for that which the operators are determined to crush, namely, the right of labor to organize for the purpose of self-protection through peaceful methods and along wholesome, conservative lines. The men of pick and shovel, not the men of millions, in this case, represent the true spirit of modern society and industrialism.



#### THE SPOTTER UP TO DATE.

Most people look with disfavor upon a professional spotter even when he confines himself to the limits of fair methods and telling the truth. When he resorts to unfair methods, the disfavor with which he is viewed is intensified; when he resorts to dishonesty or to falsehood in order to attach suspicion or so-called conviction of dishonesty upon another, he utterly for-



feits the consideration of all decent people and proves himself unworthy of a place in the same world with honest and self-respecting men.

Many a good conductor has been brought into trouble with his employers through spotters, male and female, working upon his sympathies, his generosity and his disposition to be charitable. All sorts of hard luck stories about sick wives and hungry children have been told and, in many instances, conductors have opened their hearts, and, violating the rules have permitted them to ride purely as a matter of charity, only to find out later that the stories were foundationless and that the author was a professional and paid spotter.

Recently, methods more dispicable and more contemptible than have ever been devised before have been adopted by some of these vampires and have, in one instance at least, been successfully exposed. Some of the profession (?) were recently employed by the St. Louis Southwestern Railroad Co. (commonly called the "Cotton Belt.") The disreputable methods adopted by them to try to manufacture evidence against the conductors of that company are best shown by the contents of the following affidavit, which is a fair sample of thirty-five similar ones, each from a reputable citizen, which were secured by the committees representing the conductors who had been dismissed on the strength of the reports which had been made to the company by these spotters:

I, \_\_\_\_\_, do solemnly swear that my home is in Fordyce, in the above county and state. That my profession is that of a school teacher, and that I have taught in this (Dallas) county during the last eight years. At some time about the 30th of July, 1900, someone who gave no name but who said he was an attorney for the Cotton Belt R. R., came to my house very early in the morning of the above date, and called me out to my gate. Said party stated to me that someone claimed he had been ejected from a passenger train on a certain day mentioned, and had brought suit against the company for damages. Said attorney then stated to me that a certain conductor of the said Cotton Belt Railroad had given him my name, as a passenger on said train, which the party claimed to have been ejected from, and requested that he see me, that I would give him an affidavit, that no one had been ejected from said train. I told said attorney that I was not on said train the certain day mentioned and could not give him an affidavit. Said attorney then asked me if I would make a statement that I saw no one ejected from the train the last time I rode, that he was misinformed as to the day. I told him I would. He then wrote out a long statement, read it to me and asked me to sign it. I then asked him to let me read it. He hesitated and then

handed it to me. I found by reading it that it contained much more in substance than had been read to me. Said statement went on to say that I was on train certain day mentioned. That I boarded said train at Fordyce and got off at Pine Bluff, and the afternoon of the same day returned to Fordyce. That I saw no one ejected by conductor, that I verified my statement by the fact that I paid cash fare to the conductor both going to and coming from Pine Bluff. I then asked said party why he did not read it all to me and he stated the part which he did not read was of no importance. I then told him he had put a certain date in said statement which I had before said was not correct, and that he had stated that I had paid cash fare to the conductor to and from Pine Bluff, which, in fact, I had not been to Pine Bluff, and that I always purchased a ticket when I rode on train, never pay cash fare to the conductor. Said attorney then stated that no one but the chief attorney for the road, at St. Louis would ever see said affidavit and if I would sign it as it was written out he would pay me fifteen (\$15) dollars. I then told said attorney that if he did not leave my place I would get an officer and have him arrested. He then said, 'For God's sake don't do that for I have a wife and children and that would forever disgrace them.' He then hurried away and I have not seen him since.

It is but justice to the management of the road to say that as soon as this evidence was laid before them by the committee, they immediately ordered the reinstatement of the dismissed conductors. It would seem that the fact that the snakes who were trying to manufacture evidence against the conductors were put to such sore straits in order to get a seeming case against them would be the very best evidence to the company of the faithfulness and integrity of their employes.

It is difficult to speak temperately on this subject. The men, as well as their methods, are the vilest of the vile and they should not be permitted to run at large and prey upon their fellowmen. Dishonesty is dishonesty and none of us could offer excuse for any misappropriation of funds but the worst kind of stealing is that which steals from a man his good name and reputation; and we repeat that a man who will, for mere gain or in order to live without hard work, participate in the making of false evidence or false reports against another should be tarred and feathered for the first offense and burned at the stake for the second.

It is hardly necessary to indulge in any comment on the value of evidence secured from a class of human beings who will, under any stress of circumstances, or in the hope of any reward, resort to measures so utterly vile and inexcusably contemptible as these.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

I have just finished reading the letters written by the different Brothers and Sisters in September CONDUCTOR and feel it my duty as well as my pleasure to again write about some of the good times and meetings of L. A. Division 131. We are still struggling on. Our meetings during the hot weather have not been very well attended, it sometimes being hard to get a quorum, but now that it is cooler I hope the Sisters will take hold of the work with more energy and interest. I find that Division 131 is not the only one that has been lacking in numbers at meetings; most all have the same complaint, so we will not be discouraged, but struggle on, hoping and trying to do what we can to interest the uninterested and bring into the ranks new members. Some of the Sisters have been kept away by sickness and others by caring for their little ones during the hot weather, but nevertheless we have had some very pleasant times. There has been the monthly reception at the homes of the members, where we meet to get better acquainted with each other. Our socials have proved pleasant and added several dollars to our treasury. In July our social was held at the home of our Vice-President, Sister Haley, and it rained on the evening it was to have been held, so it was held on the next evening. All had a splendid time. We had the pleasure of meeting Sister S. Whimley, of St. Joe. Division 131 is always glad to meet and entertain any Sister who comes to visit in our city, so, Sisters, remember if you have occasion to visit Creston, come and see us. The next social was held at Sister Davison's, and we all had a nice time. We are now planning a social to be held at the home of our President, Sister Felket. Our last reception was at the home of Sister Pettit. The night was very rainy, but in spite of the rain there was a good attendance, and all who did not attend missed a splendid good time. Sister Pettit is a new member, but a royal entertainer, and the evening passed too quickly. I think all enjoy our receptions very much, as everyone is made to feel at home. Formality is laid aside and we are all Brothers and Sisters of one family.

On Monday, September 3, the members of Division 21, O. R. C., and Division 131, L. A. to O. R. C., gave a picnic at Lake Park. Although business was rushing, there was quite a large crowd, and as some of the Brothers are rather portly it was thought they would not enjoy sitting on the ground

to eat dinner, so fifteen tables were taken, and all put together, making one long table. And, oh, my! how the chickens must have suffered the day before, for Brother McCoy said he wanted fried chicken. Well, it was there galore, but where, oh, where, was Brother McCoy? The chicken disappeared, also everything that was good, and all had good appetites. There were boy's races, girl's races and ladies' races; swings, hammocks, football, and other games, and all returned tired, but happy, voting the picnic a success in every particular.

On Sunday, September 9, the members of Division 21, O. R. C., held a special meeting, Brother Wilkins, G. S. C., being there. As the Brothers had been so kind to us when our Grand President, Sister Moore, was here, the ladies thought they would surprise the Brothers when they adjourned, so they all gathered at Brother Reynolds' restaurant, and when the Division adjourned they found the entrance hall filled with ladies, who had brought with them ice cream and cake. After all had met Brother Wilkins, tables were arranged and refreshments served. Then, after the tables had been cleared, Brother Wilkins was called upon to make a speech. He said that when the L. A. was first talked of and organized he was very much opposed to it, and was very outspoken in his views and opinions, but he said that he had come to see the error he had made and he could now say that he knew that the L. A. had done more toward the upbuilding of the Order of Railway Conductors than anything else. He said it had caused the Divisions to be better attended and was a help in every way. He also said he wished every Conductor would urge his wife to join the L. A., and also urged the members of Divisions to do everything in their power to have every wife whose husband belong to the Order to join their ranks. He spoke many words of encouragement to us and we all felt glad we could meet Brother Wilkins. We hope to meet him many times in the future. We are sorry to lose two of our best members, Sister Troutman has gone to El Paso, Texas, where her husband has been given a position. Sister Johnson will join her husband, who is running a train out of Sheridan, Wyoming. We are indeed sorry to lose these Sisters, for both have been faithful. We also extend our sincere sympathy to Brother and Sister Lowery.

MRS. L. H. WRIGHT.

Creston, Iowa.



## Editor Railway Conductor:

No doubt some one will be glad to hear from Auxiliary 118. We have been doing very nicely this summer. We don't mind the heat. Our membership is increasing, having duly initiated Mesdames Archer, Barbour, and Whitehead, all of whom we are very proud, as they are good workers. We hope to accomplish much this winter.

We have only given one social this fall. It was very well attended and thoroughly enjoyed. An "Old Maids" convention is booked for October, which promises to be a success.

I enjoy all the letters and especially from my dear old home, Chattanooga. How vividly past reminiscences come before me as I read of your last social. Having lived in Mrs. Gorman's present home, methinks I hear Brother Nedds and Sister Stone exchange jokes, and Sister Capehart laugh, and must admit a sigh of loneliness steals over me when I think 't were once my privilege, and home. Yet I am not alone, while I write on the dining table of my present abode (the caboose of a work train) my husband, your former and my present Sister Madagan, are sitting here reading. Now you wonder how it all come about. The S. P. has bought a branch road to Nogales, Arizona, which needed repairing, and it fell to our husbands, good or bad luck to take the much dreaded work train.

We, thinking it a good opportunity to see the country and enjoy an outing, joined them. By my going a few days before Mrs. Madagan, gave me seniority, and I was unanimously elected chief cook. One of the bridge gang wanted to know how much they paid the hired girl. They could not keep me in the kitchen, for I switched off into the lookout every time the train started and stayed there until the pile driver, duck, dove, jack or squirrel was spotted. To say we enjoyed it does not begin to express it. Five thousand feet above sea level among the mountains, where all kinds of animals live, with nothing to do but make a few couplings, give the "high ball," climb in the cupola and ride, thus giving us an appetite, and our breakfast is not "side tracked" by any means. All went merry as a wedding bell for seven days. When on Saturday night, all seated around the family board, orders came to go to a washout about thirty miles below. The men admitted that our presence kept down the sulphur fumes.

"Into each life some rain must fall," and the cupola window too if the light happens to be broken out. Now if any of you are not thoroughly in sympathy with the boys, just take a job on a work train, and help clean up a washout on a Sunday. As we tied up at 1 a. m. we don't do today what can be better done tomorrow.

It has made new resolves present themselves, to do more for the L. A. and if possible aid the O. R. C. They never could get enough pay for their risks and exposure. I shall never forget my experience on a work train. The crew promises to give me a good letter and recommend me for trainmaster. Mrs. Madagan could tell you a good joke on me but she is too far away, besides she promised to keep silent. We have fine sport shooting. Mrs. Madagan brought down five birds at one shot. My husband is also a good shot, and I won a fine box of candy shooting at a mark.

Tucson, A. T.

MRS. C. F. GULDEN.

## Editor Railway Conductor:

I am a constant reader of your journal, and find much to encourage upright and true men and women. I am only sorry I can not be a member of the Ladies' Auxiliary. I am not a wife but a sister, my brother being an O. R. C. member for many years and through his kindness I read your journal.

Capt. Barber you are always right, at least I think so. Sister Ingraham, I see you are still with us in the temperance cause. I wish I could see your kind face, it would give us happiness for days to come, and I am happy in knowing you have so many friends.

Time changes all things. Many have passed into the great beyond and many homes broken by the dreadful reaper death within the last few weeks. Our hearts are sad with sympathy for the Galveston people, and life is too uncertain to spare our time in hurting others by word or deed. I hope to find a contented spirit and peace and happiness prevailing in all O. R. C. and L. A. Divisions for unity is the true spirit of the brotherhood of man.

Topeka, Kansas.

HOPE.

## Editor Railway Conductor:

In the May number of THE RAILWAY CONDUCTOR I informed you that the Lake Shore railroad was one of the best in the United States. I think, too, that our officials and their employees are among the wealthiest. They think nothing of paying forty, fifty or sixty dollars for a biographical book in which all have pictures of themselves galore. A nobler lot of men you would not see from Maine to California. We have a new passenger depot that is a credit to our city. It is not quite as high as the Masonic Temple in Chicago where their book was published, but high enough if a Texas cyclone comes along.

"Who sticketh to God in stable trust,

As Zion's mount he stands full just;

Which moveth no whit, nor yet doth reel,

But standeth forever as firm as steel."

Our president, Sister Hussey, was called away up in Maine to the deathbed of her niece, Miss Nellie Goldwait.

MRS. H. H. ANDREWS.

Elkhart, Ind.

## Editor Railway Conductor:

I am pleased to see the interest taken by the ladies in the September issue by the large number of communications from them. From the tone of most of these letters they mean business, not only in increasing the membership in Divisions already organized but in starting new divisions. Let the good work go on until every O. R. C. has its Auxiliary. I am pleased to note an increased interest in Division 48.

I am sorry to note, in looking over the CONDUCTOR, that ladies, in writing their letters, copied from other letters that had been published in the July number. That is a great mistake. It looks weak, for any close observer will see it at a glance. Let us be original and write our own thoughts. We will help one another then and not be like school children. Sisters, we have a great field before us to weed out, so let us set to work to plant our seed of true principles in the hearts of all. When the

scythe of time is put to use to cut down the brittle stem of life let us be able to look back to the Order with pride. We certainly want to live so when we cross over the dark river that our good deeds will be long cherished by our living friends.

Sister Henry O'Toole, let us shake hands. You are all right; come again. Your sentiments show deep thought and a pure mind. Sister Brown, I am like you; I think all the Sisters should take more interest in the insurance of our Order. We should take this old song as our motto, "Many a bright, good hearted fellow, many a noble minded man finds himself in water shallow, then assist him if you can. Some succeed at every turning; fortune favors every scheme; others, too, though more discerning, have to pull against the stream. Do your best for one another, making life a pleasant dream; help a worn and weary Brother pulling hard against the stream." LOUISE OLIVER.

Chattanooga, Tenn.

#### Editor Railway Conductor:

It is time Division 8 is again represented in the columns of the CONDUCTOR, for not long since the question was asked: What has become of the correspondent of Division 8? Overhearing the remark I said I guess she eloped with the correspondent of Division 187, O. R. C. The truth is, we do write occasionally, but our Brothers are too busy to pen a line. In their behalf I would say they are O. K., at least some of them. We have some very warm friends among them; they stand by us loyally. There are a few, however, who do not advocate "women's lodges etc.;" a few survivors of the old school so to speak, but we love them just the same and always show them a nice time if they happen to honor us with their presence when we have a social gathering. We always invite them. The past summer has been extremely hot, but through it all our attendance has been good and now that it is getting cooler we are planning for the winter's work. We have a nice little plan I must tell about. Each Sister makes a block of patchwork of worsted goods over a specified design; pack a neat little lunch and meet at a Sister's home in an afternoon and join the pieces. Finish the comfortable and present it to our host, and after a social evening spent retire to our homes. This is kept up each time going to a different Sister's home until each has a quilt. The memories clustering around such a quilt will linger long after we retire from active work.

For October we have planned a social visit to Division 80, of Elmira, N. Y. I hope it may be a success. Just here I want to say if any Sister happens in our neighborhood, hunt us up for we love company and will prove it to you if you give us a chance.

I would like to tell you about our insurance. We were one of those Divisions who paid sick benefits. When the insurance question came up we were among the kickers against giving up sick benefits and taking up insurance. We have seen our mistake. Today we have 11 insured members and the sick benefit subject is a thing of the past; better satisfaction is given all around. I think the insurance is on a splendid footing and the payment of the local dues semi-annually is one of the very best laws ever made. It is such a satisfac-

tion to know our money paid in as assessments is continually helping some unfortunate Brother. We have had proof of this in our own midst. We are gaining steadily in new membership. By the time this reaches you we will have given our "goat" another half day's hard work, for there is a candidate on the way and the goat knows it.

Sunbury, Penn.

MRS. W. H. SHAFER.

#### Editor Railway Conductor:

We have a correspondent, but her pen must be "lost, strayed or stolen." Auxiliary 116 is above ground and much encouraged since our inspection and instructions by our Grand President the last of July. If anyone can make a conductor's wife feel that she ought to belong to the L. A., it is Sister Moore.

Three of our Division attended the school of instruction at Pueblo the first of August. There was a large attendance. The Pueblo Sisters felt it was a great undertaking. They did nobly, and if the kindly feeling and appreciation of the visitors repay for such efforts, they must be satisfied. Everyone thought it a most enjoyable school in every way. I will not speak of the splendid work by the different Divisions attending, for I know the Pueblo Sisters will give a full account of the meeting. I hope the last half of this year will add greatly to the membership at large, and particularly do I wish to see No. 116 increase in membership.

MRS. McLAUGHLIN.

Newton, Kas.

#### Editor Railway Conductor:

Division 88 has been gradually working along during the extreme hot weather, and now that the autumn months are upon us we think more can be accomplished before the present year expires that will be of benefit to the Auxiliary. We intend to practice our work, go out for new members, and among our number make it more pleasant for the present membership; also to do our utmost in the work of insurance. Life is short and is not sure, and it is a duty to be prepared financially for the event that must come. It is a duty we owe our family, and it would prove that the Auxiliary is successfully doing a good work throughout if every Sister should become an insured member.

We have had nothing new in the social line since we held our picnic, but now all is excitement in the way of having an evening social at Sister Fife's, and I hope all members and their friends will turn out and help to make it a success. We are very desirous of having a full treasury at the close of the year. Sister Vance and husband presented the Division with a musical horn, which was disposed of in such a way that it brought in about half a hundred dollars to swell our treasury. For their kindness the Division tendered them thanks.

Now, this one item: Why don't all the Sisters try to turn out more frequently? Come sometimes. If you can't possibly get to the meetings twice a month, come once. If you can't stay two hours remain until recess. Then you may know a little that is transpiring in your Division and keep up with the Auxiliary work. The O. R. C. do that way, and it seems they are progressing all the

time, and each member manages to know all the little "ins and outs" and business that is going on and they never stand back or fail. We can do the same. Don't be afraid to venture. Don't let the willing workers be the movers. All put a shoulder to the wheel, and as time goes by these efforts will tell for the labor it may take to bring them forth.

As the leaves begin to fall we feel sad. How many of us may not be on earth to respond to roll call at Division meeting another autumn. No. 88 has only had to mourn the loss of one Sister—Sister Beaver—which occurred the third year after its organization. At present none of our members are seriously ill. All these blessings we feel truly thankful for.

MARY A. CURDY.

Altoona, Pa.

#### QUARTERLY REPORT.

BENEFICIARY ASSOCIATION, L. A. TO O. R. C.  
September 30, 1900.

	July.	Aug.	Sept.
Membership.....	465	473	476
Policies Issued.....	8	8	3
Assessments Rec'd.....	\$ 271 50	\$ 42 50	25 00
Receipt for Policies.....	6 00	6 00	2 25
Receipt for Supplies.....		15	15
Local Expense.....	4 80	4 75	2 75
Money in Benefit Dept.....	1214 12	1252 02	1276 37
Money in Expense Fund.....	244 00	250 00	250 00

Membership, July 31.....465  
Membership, September 30.....476

Increase of.....11

MADGE E. SEWELL.

General Secretary and Treasurer.

#### Editor Railway Conductor:

For several months we have scrutinized THE CONDUCTOR for a letter from White Rose Division No. 110, but all in vain. No doubt those who are acquainted with it are under the impression that its petals have faded and scattered ere this, but we are still in the ranks inveterate and flourishing. We were compelled to adjourn our meetings through the summer months, as so many of our Sisters were absent, but our vacation is over and nearly all have returned.

Sister C. R. Richards is still among the mountains and Sister Cutchfield is visiting in Macon, but we hope to have them with us soon. We held our first meeting for this season September 6, which was a jolly reunion. All talked at once, and

all laughed at once; each had interesting happenings to relate and seemed to be afraid their turn would never come. President Sister Caswell resumed her dignity and called us to order about 4:30 o'clock, and our lovely work was gone through with excellently. There was considerable thinking done to recall the pass-word after so long a vacation. Our Sister President is never deficient in anything pertaining to the Auxiliary, so she smiled very sweetly on our mental efforts and and willingly came to our aid. I think if some of the ladies who are conductor's wives and who do not belong to the L. A. could get a peep in our Division room during one of our meetings, we would have their application by the next meeting. Don't be afraid and stand back! We feed our goat highly, but he is a gentle old-timer, and seldom ever throws. Just be sure the brute is white and you are one of our crew. If your husband is a conductor and not an O. R. C., persuade him to join that Order and we will find you pretty quickly. Our fees are small and I know you wouldn't regret being one of our happy family. Get your husbands interested in the cheapest, best and most reliable insurance on record—the O. R. C.

I regret to say not one of our members are insured as yet, but I am under the impression the fault is in our agent(?) Our membership increases very slowly but we have about all the O. R. C. wives in reach (most of their members are single men). Now, Brothers, listen! I know you all have a pretty, sweet girl that you think more of than you do papa and mamma, so why delay? Get married and make her your sweetheart for life. I don't think you would ever regret it and we would be pleased to give her a pleasant ride on our Billy. I know she would extol his ability of entertaining her. We have taken up our socials again. They are too advantageous both socially and financially to be annulled. Sister J. B. Thoman was our hostess last month and we feel sure everyone present enjoyed themselves immensely. Sister Hicks celebrated her little daughter Madge's birthday the 26th, and she was the recipient of many nice presents, among them a handsome piano, the gift of her parents. Sister Wheeler has a bouncing young conductor registered at her house and Sister R. L. Brake a little lady. We have had several little visitors this year, but some of them made their stay short and memorial dear.

I hope our regular correspondent will not consider this an intrusion.

ROSE.

Savannah, Ga.

#### LET SOMETHING GOOD BE SAID.

JAMES WHITCOMB RILEY.

When over the fair fame of friend or foe  
The shadow of disgrace shall fall; instead  
Of words of blame, or proof of thus or so,  
Let something good be said.

Forget not that no fellow-being yet  
May fall so low but love may lift his head;  
Even the cheek of shame with tears is wet,  
If something good be said.

No generous heart may vainly turn aside  
In ways of sympathy; no soul so dead  
But may awaken strong and glorified,  
If something good be said

And so I charge ye, by the thorny crown,  
And by the cross on which the Savior bled,  
And by your own soul's hope of fair renown,  
Let something good be said!



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

I fear that in order to reply to those who have asked questions I may be forced to plead for more than the usual space. I will first try and answer Brother Osborn.

Placing the number of men employed in railway service who are required to wear uniform at 150,000 and each one required to wear two suits a year, at one dollar profit for each suit would net \$300,000 profit per year. Now look out, Brother Osborn, or Brother Farrell will discount you in the shoe business.

Now, "Justice," you give me quite a proposition and to briefly reply to you I can only say that before starting out on the journey you mention it is first necessary to educate those whom you appeal to of the justice of your proposition and wean them away from old party allegiance. If you study further the result of such an action you may see that there is more than one side to the question. You mention the loss of one of our highly esteemed Brothers in the person of Harry Dreany, who has the most hearty well-wishes of all who have the pleasure of knowing him. In assuming his new duties, may prosperity attend him. I cannot feel that he is lost to us, but simply placed in a position of greater responsibility.

After reviewing Brother Farrell's letter in the June issue and mine in August, and his reply thereto in the September issue, I can only conclude that he labors hard to arrive at a logical result by a very illogical method, i. e., the establishment of an industry without the means to do so. He starts out by misquoting my statement, in this way—he makes the absurd statement that had we inaugurated the reserve fund with the inception of the Order our insurance would cost us just half what it does at present, which certainly is a misrepresentation of facts. My statement had reference to the reserve fund only, and had no bearing on the mortuary expense of the department whatever. Let me here repeat what I stated, "We should have begun at its inception to create a reserve fund, which if continued until now would have been contributed to by everyone that was and is a member, and I believe at half the cost of what we now pay, and that when many of us was much younger." I respectfully contend that it has no bearing on the mortuary expense, but only on the reserve fund, and further, had we begun by assessing each one thousand dollars of written up insurance fifty

cents per thousand a year we would now have, with its accumulative earning power, a fund that every member of the department would feel extremely proud of. Yes, Brother Farrell, I have been and am trying to view all sides of the question and try to figure out from the records of the past the best and the safest course to pursue for the future, and while you charge me with being responsible in a large measure with the creation of this (to you) obnoxious reserve fund, which you look on as its promoter's panacea to meet the demand of paying the maximum policy dollar for dollar, a claim that they never in the slightest degree professed, nor can you show by record that they did so. Let me refer you to page 172 of the proceedings of the twenty-sixth session of the Grand Division held in Los Angeles, Cal., and read the resolution I there submitted and where I first appeared on this question. That resolution in no way indicates what you ask—the full payment of each policy from the fund in question—and I refer from your letter that full payment is expected should all the members of the department cease to pay into it, an unreasonable and unfair assumption that cannot be taken by anything said or done by the promoters of the fund. The method of creating and perpetuating the fund is not mine. What I wanted was that each member pay into this fund for a certain period of years, then cease, and no matter when they became a member of the department, let it be twenty years hence, they paid into it the same period of time as those who begun at the first, that is simple justice in its operation.

I see that you advocate the establishment of a shoe factory and claim to have ample funds to do so. That is a suggestion but you do not lay down the business details in your proposition. In order to have it considered that must first be done. Now let me ask you if you had this industry established in which you claim we have ample funds on hand to do, (and by that statement I understand that you could not want any more), what would you do in case an unusual demand was made on the department which would require half the capital you put into the shoe business? Would you try to borrow it on the plant as security or sell your manufactured goods, (if you could), at a reduction in order to meet the requirement?

As to Brother Bogart's ideas on the welfare of our insurance I can only say that he is doing some good studying on the question from which he will

find to an extent he is on the "right trail and if he had our records before him they would guide him in the work. As it is I hope he keeps going.

You ask me to point out in your letters where you used language that would imply getting something for nothing. Just review your letter in June issue and note where you criticize the earning power of \$500,000 and by the proper investment of \$50,000 would give the same result if not more. That is simply a statement which you must put into practical shape before you can expect the Order to take hold of it. Submit a reliable, workable plan, something tangible, and if it has the merit you claim for it, then you may expect, and no doubt will receive grand support. In future deal with facts and do not misquote. I intend to give you something further on the reserve fund question in the near future and hope that all Divisions of the Order will consider it and be in a position at the next Grand Division to act on it with a better understanding. The argument that you use in the amount of written up insurance (\$36,453) being its liability, with the small amount asked for in the fund, condemns your contention, i.e. that such a fund is not required.

Now Brother Editor, I want to ask, what is "Muskkrat" and "H. W. G." after, both of whom I see, by the way, are from that little Hoosier town, Elkhart, Ind.? "H. W. G." seems to be after a reduction in the representation at Grand Division. Would not such a movement lead to the "pulling of hair" in the several districts he suggests? And "Muskkrat" seems to be after the "Employment Borean" hot shot, but from the tone of their letters I feel that they have something more up their sleeve. Now that I have spoke right out "in meetin'." I will stop and give the other fellow a chance.

St. Thomas, Ont.

W. H. INGRAM.



#### Editor Railway Conductor:

Division 204 is doing business at the same old stand with the assistance of what few members get around on meeting days to assist our regulars (as we have a few regular members) who have not been known to miss a meeting for so long that I think they should have a medal. Now, Brothers, I think you should turn out at meetings just the same as you do when the caller comes after you to go on the road. You may see the day when it will be just as important, for if it was not for our Orders we would be running trains today for brakemen's wages and brakemen would be braking for dagos' pay on the track. They said we could not pay a weekly sick benefit and make both ends meet. It has not turned out now that way, as our treasury is gaining every day, and you can bet that every man gets well taken care of when he is sick, out of employment, or his family is in need.

We have, in my estimation, a case of blacklisting here on the P. & R. Brother Frank Bleacher, some ten months ago, was dismissed from the New York division of the Philadelphia & Reading Railway on the testimony of a B. & O. switch-engine conductor and his crew, who said he and Brother M. Murphy were intoxicated on their train. This was found out to be false, as they said later that it was not so, and that it was done for spite, and had they known that the Brothers were

Order men they would never have done this. Now, the B. & O. people told the superintendent of the N. Y. division, Reading Railway, this in order to get the Brothers back again, but this the Reading superintendent would not do. Brother Bleacher secured employment on the Main Line division of the same road, but the superintendent of the N. Y. division would not let him work for the system at all. You may form your own opinion. There has been fourteen trainmen dismissed from the N. Y. division of the Reading Railway, and I don't know how many from other divisions, and no cause given, only that their services were not satisfactory. Now, I know every one of these men, and they all broke for me at different times, and I know them to be the best of men in all respects. The assistant trainmaster told them, when he gave them an order for their time, that he was letting go the best men he had on the job, and I knew he was right. It seems very hard for men who join a well-meaning Order like the B. of R. T. to protect themselves and their families, can be dismissed without cause, and cannot even get service letters to help them secure employment on other roads and nothing can be done to stop it. Is there no remedy?

I must say we have the joke of the season on Brother Shuster, who has lately come back from the west. As times were not so brisk, jobs were scarce, so the Brother had to go to an employment agency to see what could be had. Well, the agent told him to put up \$3.00 and he would secure him steady work at good pay, but weeks passed and the job did not materialize, and the Brother got uneasy, put his six-shooter in his pocket and went on the war-path, but it is needless to say that the Brother got his coin back, and he could beat the head of the agency, had they just said the word, instead of his money. Good boy, Willie, I am glad to hear you have secured a good position.

There will have to be something done with that book-case cover of our assistant S. and T., as it takes one hour of valuable time each meeting. Brother Strough and Brother Manhan have sympathy of the entire Division in their latest bereavement, and all hands join in wishing them better luck in the future. CHAS. K. COMPTON.

Philadelphia, Pa.



#### Editor Railway Conductor:

Division 218 is getting along nicely and are having some good meetings in spite of the hot weather. We have had some sickness among our members this summer. Brother John Noles was overheated while on his run during the hot season and was laid up for several days. His condition was serious for awhile. Our Chief Conductor, R. L. Brake, has had two spells of sickness, also some of the members of his family have been sick, causing him to be off duty for some time. I understood that Brother J. J. Beach, who is off to the reports, is sick. I hope that he will soon recover and return home. We miss him in the Division room, where he makes things lively for us sometimes. I am sorry to note that Brother J. W. Bridger met with a very serious accident a few days ago. As he was transferring from one street car to another a negro wheelman going at a high rate of speed ran into him. It was at first thought that



Brother Bridger had three ribs broken, but the doctor has discovered that they were not, still he is badly bruised on the left side and shoulder and is confined to his bed, but is resting easily at this writing. Brother G. B. Wheeler also met with a painful accident not long since, in which he was thrown by the sudden application of air brakes. He is again out on the road on his run.

Cotton season is on us and we are getting a good deal of it to haul. The prices are high which makes it tempting to the farmers, and they are rushing it to the markets as fast as possible. Brother Noles and Carswell are holding down "local" on the Savannah division of the C. of G. R. R., while Brothers Holt, Brannan and Conductor Joiner are on local runs between Macon and Miller. The "chain gang" crowd have all that they can do holding down double headers, which have recently been put on between Macon and Turnville, the distance being fifty-six miles, up hill and down. Brother E. F. Riser is appointed yardmaster at Miller. He don't fail to "heap the cars upon us" and give us a shove over "the hill" homeward on our way rejoicing. We don't get to stay there long these days. One of the hardest that things I have to do is to keep my wife cool and keep her "Irish" down when I go in tired and sleepy and tell her that I cannot stay at home long this time but will have to go out on such and such a run. She hopes that I will quit railroading some day and when I say I am going to quit, she says, "No, you will stay there all your life" but I tell her that the "age limit" will overtake me soon anyhow.

"Do unto others as you would have others do unto you." Think about it seriously. It is hard to call anyone a "boot lick". I would not like anyone to say that of me and I know that you would not like it if anyone should call you a "boot lick". If we cannot find anything good to say about a Brother, or any other person, do not say anything bad about them. I believe in the old fellow who always found something good to say. When asked what he had to say about a certain dog, he looked at the dog for a few moments and said, "Well, he has got pretty teeth." So we can always find something good to say about our fellow man. "Go out into the highways and the hedges and compel them to come in that my house may be filled." Luke 14:23. This is the way we should do toward our wayward Brothers who seldom show up at meetings. We should not say a whole lot of hard things about them. "Be not forgetful to entertain strangers for thereby some have entertained angels unawares." Heb. 13:2. We may entertain some very clever Brothers sometimes by putting forth a little effort while they may be in our midst. "Use hospitality one toward another without grudging." 1 Peter, 4:9. "Sick and ye visited me." Matt. 25:36. "Let us go and visit our brethren and see how they do." Acts 15:36. Let us remember this Brothers. It does a sick man a lot of good to have the brothers call on him while sick. "Let us consider one another to provoke unto good works, not forsaking the assembling of ourselves together as the manner of some, but exhorting one another and so much the more as ye see the day approaching." Heb. 10:21, 25. In my next I will write on another question of the day.

Water Valley, Miss.

J. B. T.

### Editor Railway Conductor:

Statement for the receipts of the Railway Men's Home for the month of September, 1900:

#### O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
1	\$25 00	202	5 00
2	23 00	209	12 00
5	12 00	232	15 00
11	5 00	247	12 00
31	6 00	251	12 00
46	10 00	252	12 00
50	12 00	268	6 00
52	12 00	270	12 00
57	12 00	278	12 00
60	12 00	307	24 00
61	10 00	314	5 00
64	5 00	320	2 00
69	17 00	323	5 00
70	5 00	324	5 00
73	5 00	329	17 50
91	10 00	339	12 00
104	5 00	364	5 00
112	12 00	372	12 00
121	5 00	377	12 00
158	1 00	382	5 00
175	5 00	388	4 00
187	12 00	395	12 00
192	3 00	396	4 95
193	5 00	402	10 00
200	6 00		

Total \$468 45

#### L. A. TO O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
10	\$ 5 00	97	\$ 5 00
17	5 00	98	5 00
28	6 00	99	2 00
36	5 00	100	12 00
42	2 00	103	2 00
44	25 00	107	5 00
73	34 10	121	5 00
93	5 00		

Total \$123 10

#### PERSONALS AND MISCELLANEOUS.

A. L. Dewar, Banker, of Chicago	\$50 00
Mrs. J. Morden, L. A. C. No. 9	1 00
B. P. O. Elks Spokane Lodge No. 288	12 00
Spokane Chapter No. 2, R. A. M.	12 00
G. I. A. No. 1, Picnic	22 60
Mrs. Balz, G. I. A. No. 1	4 10
A Member of No. 161	1 00
L. A. C. No. 100, Picnic	10 85
No Clue	2 85
No Clue	3 00

Total \$119 40

Mrs. J. W. Gilbert, Washington, D. C., 2 boxes clothing.  
Mrs. Slagle, G. I. A. No. 1, 1 box canned fruit.

#### SUMMARY.

O. R. T. No. 67	\$ 2 00
B. R. T. Lodges	211 49
B. L. E. Divisions	179 50
B. L. F. Lodges	65 05
G. I. A.	100 50
L. A. to B. R. T.	21 00
L. S. to B. L. F.	13 00

Grand total \$1303 49

For Building Fund - Grand Division of B. of L. E. 5367 00

Grand total \$6670 49

Respectfully submitted,

MRS. T. B. WATSON,

Highland Park, Ill.

Sec. and Treas.

### Editor Railway Conductor:

I wish to sincerely thank E. E. Clark, Grand Chief Conductor, and the officers and members of the Canadian Pacific Railway for the very many courtesies extended to me, and their ever willingness to assist in every particular in the pursuance of my duties as the chairman of General Griev-

ance Committee of C. P. R. System for the last seven years; and I would also add that the same would apply to all of the officials on the C. P. R. with whom I had any business. I was met at all times with that spirit of willingness to meet our committee, and their doors were always open to settle our disputes in a friendly manner.

While in Montreal, at our last General Committee, I tendered my resignation as chairman of General Grievance Committee on C. P. R. System. Seven years ago, in company with N. C. Becker, we formed the first general board of adjustment, or General Grievance Committee, on the C. P. R. System of Canada, of which all Divisions of the system were duly represented. I was chosen chairman: Ed Reynolds, of 350 (Quebec), and R. C. Becker, secretary and treasurer (of 355, Medicine Hat, N. W. T.) We were the first officers of the committee, and by their hearty co-operation it was built up until today it stands as after seven years of ups and downs. It has been a pleasure to me to work for the Order, instead of a burden. The General Committee at Montreal made expression of their esteem by presenting me with a beautiful clock, through Brother L. L. Pelcier, local chairman 286, Ft. William. I cannot find words to express my feelings toward the donors of this beautiful present, as it is a present to my wife, also, who shared a large part of my work in many ways. We sincerely tender heartfelt thanks to the committee.

G. P. PIKE.

Ft. William, Ont.

#### Editor Railway Conductor:

It has been a long time since "Seniority" has contributed to your columns. Joe Woods, Vanum and myself came here from Grand Junction, Colo. We left Grand Junction April 28 and arrived in Nome June 7, 1900. Long since Woods and Vanum have gotten "cold feet" and vamoosed. Nearly all the O. R. C. men have left the Alaska.

While Alaska is the best country in the world, provided a man has money and grub—say \$500, under these conditions Alaska is the only country. Tom Ball, from Pocatello, is here and several other old railroad men, but the chicken-hearted have all gone home. We have old conductors working at all kinds of labor, even selling papers on our streets, as "Seniority" is doing. If a man is any good he can do anything. This is no country for a wage worker, but for a man who is willing to work or "must," ours is the country. If he is willing to rustle and has money and grub, it is O. K. Tom Ball and myself are going to stay in Alaska until we have accomplished our ends. I met Dicker from Havre, Mont. He is one of our people in days gone by. He is as fat and as saucy as ever.

Our country is now unprospected—45,000 people where 7,000 to 10,000 can exist. So you see the situation. Next year we figure on cleaning up some money. Advise all laborers to steer clear of Alaska. Those who have money to speculate on, come to Alaska. Their opportunity is great. This is only an outline of our city, remember. If any man comes to this country he must be a rustler and be able to adapt himself to anything. Since I came here I've stevedored, sold papers on our streets of Nome, sold all kinds of goods, carried

lumber the greater part of a mile, built a house 10x12, shingled it, and have been a waiter; furnished suppers at a dance at Anvill, August 24. I came to stay two years in Alaska, then if I cannot make any money I will rush back to Oregon or some other rainy country,

"SENIORITY."

Nome, Alaska.

#### Editor Railway Conductor:

When No. 403 freight on the L. and S. division of C. R. R. of N. J. collided on a frog, with an engine, in charge of Engineer "Hi" Auman, coming out of the Mauch Chunk round-house, over one year ago, the Order of Railway Conductors in general, and the employees of the C. R. R. of N. J. in particular, as a consequence of that wreck, suffered the loss of one of the best committeemen that ever appeared before an official to plead a cause. I refer to Brother Wm. J. Zerbey, of Mauch Chunk, than whom no finer gentleman ever entered a Division room. No man with a just grievance ever appealed to Brother Zerbey in vain. He was ever ready to discuss the grievance of a friend, and when once convinced that a member was being unjustly dealt with he knew no fear in the matter of presenting it to the proper official for adjustment. I say the O. R. C. as the result of the accident before mentioned lost the services of a man whose place they will find it no easy matter to fill. The boys along the L. & S. still remember how for weeks we had been momentarily expecting the worst from St. Luke's Hospital, but Providence was kind to us and spared him, and although crippled for life and practically put out of the railroad business, we still have him with us and receive the benefit of his experience and advice. Last week a political party of Carbon county, by acclamation, nominated for Prothonotary and Clerk of Courts Brother W. J. Zerbey. I was delighted to learn of it, knowing Brother Zerbey's helpless condition and the fine qualities he possesses. If I resided in Carbon instead of Luzerne I could not do otherwise than take off my coat in the interest of Zerbey. To defeat him, seems to me, would be a disgrace to the laboring men of Carbon county, and they alone will be responsible for it if such the termination be. I hope that the railroad men, whether or not members of the various brotherhoods will vote for Zerbey to a man. While he (Zerbey) was well and strong no worthy needy person of whatsoever creed ever applied to him for assistance in vain. I trust that members of the various labor organizations will make manifest in this instance that their close relationship is something. If all will do their duty Brother Zerbey will be elected by a safe majority. We will do it with the assistance of the poor abused miners, who are at present engaged in a battle—God knows how fierce it will prove to be—for their rights.

White Haven, Pa.

TELEGRAPHER.

#### Editor Railway Conductor:

In THE RAILWAY CONDUCTOR for the month of August I read an article from Brother Scates, of San Francisco, Cal., in which he criticises my position on the question of seniority. In the first place I want to say, I will not argue any question. I have attempted to give my ideas upon any and all questions which I have written or may write.

I have not assumed that I am without fault or error. There should never be any question raised over seniority. The members of the Order of Railway Conductors should be so thorough in their profession that they should never stand in fear of the student. I sympathize with Brother Scates having to work with a student, and having to stand the remorse which naturally falls upon one who is so competent a conductor having to work along with a student. Now to say the least of it, Brother Scates, I think you have been scandalized, and the best thing to do—and in fact about all you can do—is to quit. It seems to me that the company who you are working for thinks this man you call the student is your equal as they pay him the same wages and require the same service from him that they do from you, and to be honest with you, I have not seen any notice from that student of his being dissatisfied. He has not entered one word of complaint against you, and here you are, an educated conductor and he only a poor student. Now, Brother Scates, if this student is such disreputable a person, ignore him; and in heaven's name give the superintendent his rights, the right to hire whom he pleases and place him where he pleases. And if he is a student, as long as the company is paying for his services, let him alone. If you wanted to hire men for any purpose, you would not allow anyone to dictate to you. You would hire whom you pleased and place them where you pleased—which is right.

You have asserted that my teaching is untrue to the principles of the Order. One principle of the Order is "once a conductor, always a conductor," and that is right. But if conductors cannot find vacancies, and cannot convince the companies that it is to their interest to hire them in place of a student, what will you do about it? There is only one thing that can be done. Just take the position you can get; prove you are worthy of something better, and you will get it. You will never get anything by trying to pull another down. Now, as a conductor, when you were in charge, did you like for your brakemen to be complaining and finding fault with what you were doing, and the work they were hired to perform? No. You would get rid of that brakeman just as soon as you could. And on the other hand, if you had a brakeman who never complained when there was a car to chain up or a hot box to pack, or any of the little unpleasant things that make railroad life a burden; and he always ready and without complaint did all there was to do, were you not always ready to speak a good word for such a man in the office? And why? Simply because that man was worthy of it. It seems to me that the trouble with the conductor today is his complaining at almost everything and the officers have grown tired of it. Now conductors today, generally, do not believe in seniority, but let the superintendent hire a conductor and place him upon a passenger train as conductor, and the Grievance Committee would be up and after that superintendent and want to know why this was done. You say, if we are not to receive any benefits over and above them that are not of the Order, that you consider the compensation insufficient. That is just what officials are afraid of. Give some of the members the power, and there would not be any place on earth for any-

one who was not of the Order. Once more you say you are not afraid of my unselfish letters making any converts. I did not write to make converts, but from true principle's sake. I believe in justice to one and all, let him be student or O. R. C. If the superintendent wants to give him a position as conductor, I have nothing to say, except to ask for a better position for myself. If the superintendent can't or won't give me anything better, I can stay or quit, just to suit myself.

Now do you think I have done the Order an injustice by my views? Well, I can only say, the Order is founded upon principles and not selfish motives. The Order with its true principle is a God's blessing to all. In time of distress and want it has come to the relief of many, and when the true principle is adhered to there is happiness and contentment. There is no organized institution that has more principle than the Order of Railway Conductors, but there are some of the members who in their mortal condition, forget the principle. The Order, to the honest, thoughtful conductor, is like christianity to the honest christian; a truth and beautiful to live. There are expounders of christianity who make great mistakes. For instance, Henry Ward Beecher, one of the greatest ministers of the christian faith, and none can gainsay it; but he was tempted and fell to the temptation. Did christianity fall by the fall of that one man? The Order has members, who had they their way and could inculcate their ideas, would destroy the Order in a short space of time. But, thank God, there is at the helm of the good ship, men who are ever thoughtful and earnest in every effort for the maintenance of the true principles for the life of the Order. And with the honest support of the members to the head of each department, there is no fear. And from my heart of hearts, I hope that none of my writing in the past, present or future, maybe or has been an injury.

Now, my Brother, you have referred to my christian principles. And let me say you are correct. It was with a christian heart that I wrote. I felt that there should be no contention among men. And I write with the same feeling today. When we throw away contention, live man with man, giving each other the privilege of bettering himself when and where he can, this world will not be so bad to live in. Man cannot nor never could build himself up on the downfall of another, and we should remember that it is only natural for a man to better himself and unnatural for him to throw away his opportunities.

Division 32 is in a flourishing condition. Everything moving along well. Work has been fairly good and all members have enjoyed the fruits of their labor and are well contented, with the exception that we all have our little sorrows and contentions in life as befalls all others. The Division at this time is in sorrow over the accident that befell Brother Ed. Miller on the night of August 27. While Brother Miller was in the act of getting on the caboose of his train, he was thrown in such a manner that one of his feet was run over and crushed, thereby necessitating an amputation. Brother Miller is getting along splendidly and to the surprise of all who knew him, and the sympathy of the Division goes out to Brother Miller and his family in the hour of their trouble and sorrow. I

can say that Brother Miller has one for a wife and companion who has the moral courage of a Samson. While Brother Miller was under the influence of narcotics, and after the first amputation had been performed, the surgeons found it was absolutely necessary to perform the second amputation, on account of the bone being crushed and injured beyond their anticipation. Brother Miller's wife remained by his side during the operation, performing every duty that a noble wife and companion can perform for a husband. Such wives are a God's blessing to railroad men.

San Bernardino, Cal.

MARTIN L. CARTER.



Editor Railway Conductor:

Division 332 has over forty members all in good standing and I don't think we have failed to hold regular meetings four times a month this year, (regardless of heat), with an attendance of from six to twenty-one members. We had the misfortune to lose Brother Frank Sample on August 6. Brother Sample was on No. 15 fast freight, running ahead of No. 3 passenger train. After taking siding to let No. 3 pass he failed to close switch and the result was four men out of five killed in caboose and engineer and fireman on passenger injured, but not dangerously. Brother Sample lived only a short time after taken from wreck.

Brothers C. M. Laws, McCoy, J. B. Clark and add, have been on sick list. Cotton Belt officials have adopted standard rules and our Brother A. C. C., T. H. Campbell, had the honor of being instructor prior to examinations. Any Brother or Brothers wishing to come to "Old Reliable" had better have their eyes and ears in good condition, but you must be careful to have no loose screws above.

Brother Wylie Nash, who had misfortune to lose a limb last January, was elected to office of city treasurer on August 31. The boys turned out and boosted him along, defeating his opponent by a good majority. Brother J. A. Webb spent a few days in Tennessee on a visit. Mesdames John Granville and W. A. Kidd are off on a visit north and east, respectively. Brother Granville is holding down passenger and Brother Kidd "Irish Mail," during their absence. They are never known to work while their better halves are absent. Business is good on "Old Reliable" and the boys are taking advantage of the rush. Brother Judy sold his home place in city and is building out of city limits; what for, we know not, but we surmise to raise piglets and study the constitution. One thing I am sorry to say, we have no Ladies Auxiliary here, although nearly all of our members have wives.

MEMBER.

Jonesboro, Arkansas.



Editor Railway Conductor:

In order that "Mox" and the readers of the Fraternal columns of THE CONDUCTOR may know that I was not mistaken or misinformed about certain parts of the article contributed to the July CONDUCTOR, I will say that the article of Mr. Henry Howarter, chairman of the Pennsylvania State Legislative Board, is my authority, and parts of his article contributed by him to THE CONDUCTOR August, 1899, page 647, are to be found below:

"An Act for the protection of railroad employes,

providing for the blocking of frogs, switches and guard rails, so as to prevent the feet of employes from being caught therein." This bill was introduced by Brother Hon. H. W. Schaffstall, a member of Lodge 220, B. of L. F., and of our State Legislative Board. The bill was referred to the Committee on Railroads and was unopposed. The committee reported favorably and it was known as House Bill No. 425.

It grieves me to say that on account of the senatorial squabble, which reigned during the entire session, the legislature adjourned sine die before a vote could be reached. We have not by any means given up hope, as we intend to strengthen our forces and fight on this same line next session, and expect to win. As for the political fairy tale, that Brother H. was forced to take the nomination for auditor general because of the two term rule in his district, after having served two terms in the house and two terms in the senate, I will refer to THE CONDUCTOR, July, 1897, page 519, where it is shown that Brother Howarter was an aspirant for the nomination at that time, and was indorsed for the position at a joint meeting of railway employes held in Harrisburg at that time. Brother Howarter had served only one term in the senate. Brother H. did have in charge in the senate the Weiler bill—the bill that did (not) protect employes in their right to belong to labor organizations. If a man with the brain and intelligence that is required to run a railway train, and who is serving his fourth term in the legislature of his state, does not know, and will not take the trouble to find out, whether the bill he has in charge is class legislation or not, or whether it is unconstitutional, the quicker we have all lawyers to represent us in our legislatures the better it will be for us. As the writer is a Pennsylvanian, born and bred, having lived in that state forty years, it is not necessary to tell him the conditions under which it is only possible to receive a nomination for a state office or the legislature from the boss of the dominant party in the state of Pennsylvania.

In order to help our Brothers of all railway labor orders, the writer suggests that the grand officers of all the orders, instead of making their usual visits to lodges and divisions during the next six weeks, let them form themselves into parties of campaign speakers and stump the states of New York, New Jersey, Ohio, Indiana, Illinois and Maryland. These are considered the pivotal states in this campaign, and contain more railway employes, many times over, than the majority vote of the dominant party in past elections in those states. Let the grand officers say on the stump, and in the journals of their respective orders, that they have thrown aside past party affiliations during the present campaign, and that they want railway employes of all classes, within and without the orders, to rally to their support in demanding from party managers and presidential candidates their support in congress and state legislatures of legislation that will protect us when we are seeking from the railway companies the amelioration of our grievances. Let our Grand Officers declare our "paramount issue" to be the age limit and right to belong to labor organizations, Go into the state of Pennsylvania with these issues and

see what you will be able to do with the Reading Railroad. Brothers, don't let your minds be carried away with the politician's "paramount issues."

If the leaders of the railway labors orders will go into this campaign in this way, there will be an exhibition of fraternal patriotism among members of all the orders. Those who would not or could not belong to the orders, will join us in this work. Trainmen of all classes such as agents, operators, section men, freight handlers, shopmen. Such a force will rally around the banners of the railway labor orders and to the support of its leaders, as will make any political field marshal sure of success and strike terror to the hearts of the party candidates and managers, so that they will be glad to comply with the demand for fair legislation, which in the past has been refused us. If all the party candidates and managers will pledge themselves to give us the legislation that we need, then our leaders can say, Brothers, we have obtained what we began this campaign for, and you are now at liberty to resume the party affiliations that you have held in the past. It was Emerson who said, "America is a country of opportunities." This is one of our opportunities. Will we let it pass by? These opportunities are presenting themselves in frequent and various ways; we must be prepared to take advantage of them.

Brother Welch in a recent article referred to the ideas advocated by the writer as a "new plan." Political work in Germany has been carried out on these lines since 1870 by those who are oppressed by the harsh laws of a military monarchy. At the close of the French-Prussian war the government expelled from Germany certain religious bodies of men and women. The people of their faith, under able leaders, elected representatives to the Reichstag or lower house of the German Congress. Through the work of these legislators the government was compelled to allow the return of the members of the expelled religious orders. After the formation of the clerical party, other associations of men elected representatives to the Reichstag and have secured benefits in that way from oppressive laws that they could not get in any other. To show how this has been accomplished you are referred to the movement by the Emperor to secure from the Reichstag an appropriation of \$428,000,000 for new ships for the navy. To get this grant of money he had to have the votes of the representatives in the Reichstag of the Social Democrats. In exchange for their votes the Emperor consented to the abolition of the law against workmen's association. He also withdrew the anti-strike bill, a pet measure of his, that he wanted the Reichstag to make a law. The Agrarians also forced the Emperor to abandon at the same time his canal scheme. So it can be seen that the ideas advocated by the writer are not new or original with him; that they are not experiments, but in successful operation.

Membership in the Reichstag is divided among the parties as follows: Conservatives 54, Imperialists 23, Anti-Semites 9, Clericals 104, Poles 14, National Liberals 48, Liberal Union 12, Liberal People's Party 29, National People's Party 8, Social Democrats 55, Alsatiens 8, Independents 30. (New York World 1900 Almanac.) The Social Democrat

leaders have made great sacrifices for their principles. In this country we can "cuss out" anybody, so far as the law is concerned, from president to dog catcher, but to speak disrespectfully of the German Emperor is a prison offense. The Social Democrat leaders have been forced to pay heavy fines and submit to long terms of imprisonment, but they have the love and support of their people at all times. At the funeral of Herr Leibknecht, a leader who died recently, 50,000 workmen followed his remains through the streets of Berlin to their last resting place.

If the leaders of the railway labor orders go into this campaign, or were in congress, and the same methods employed as are used by the leaders of the workmen of Germany, it would be possible to have placed among the laws of our country compulsory arbitration and the contempt bill.

Miami, Fla.

AMERICAN.



Editor Railway Conductor:

Brother B. F. Osborn, you have outlined the most sensible and practicable idea to maintain the middle-aged and old veteran conductors I have yet read, and I vote you a pair of shoulder straps with three stars. Brother Tim Farrell comes in a good second, right and sensible on the insurance question, and when you get the grand bounce you shall be appointed superintendent of the shoe department of the conductors industrial home, while I will preside over the ladies department of tailor made gowns, lingeril, etc., including a knitting of fancy and plain hose for both sexes. My wife is a French lady and has thirty-five years experience with Worth Pain's system of cutting which I secured during my visit to World's Fair. We will have a school in which we can teach any Sister of ordinary intelligence, to cut basque, sleeves, skirts, tea gowns, wrappers, etc., in one or two days—there is no fitting to do. Thousands of American women send their correct measures to Worth for gowns.

Now, the L. A. to O. R. C. are not going to get left in this industrial shop, and they are going to have a row of Swiss cottages to live in with their old conductors and the children. That's what my better half says, and what the L. A. to O. R. C. says is law, and don't any of you for a moment forget it. Just to show you we mean business and understand our business, we will send any Sister of the L. A. to O. R. C. a perfect fitting pattern, for any style of garment, on receipt of correct measure and six two cents postage stamps. The system can be taught by mail; rule and chart furnished at \$1.00, good profit. I believe the L. A. to O. R. C. would have the largest share of the whole business. I should be pleased to hear from the Sisters on this subject.

Brother J. Dwyer says he has been reading the letters of Brother Gauss and Capt. Barber, but cannot grasp our ideas of government. Too bad! We are awfully sorry that the language of our letters are altogether too copious for your comprehension. Brother Dwyer, read them over again, especially my platform with my ideas of government. I had thought it so plain and simple as not to need further explanations. Perhaps that is the reason no one has yet manifested a desire to join my party. However, I think my ideas are



fully as sound as some others. For instance, we have six candidates who want to be president of the United States. Each one evolves the most peculiar ideas. If they were put forth by a private citizen his neighbors would begin to wonder what was the matter with him, but because they emanate from a candidate, or candidates of several political parties, many affect to consider their utterances as possessing the highest wisdom. One of these candidates is stumping Pennsylvania. This is a happy thought. All the others should be invited to come here by all means. Men generally are much like the old moonshiner in North Carolina, where the religious ideas that are otherwise rigid do not exclude the free use of mountain dew, made especially for snake bite, such as Hot Tamales and Passthevinegar are frequently subject to. He delivered his lecture in a church, and, warming up to his subject, declared that the Bible prohibited the drinking of alcohol. Immediately a long, lank member interrupted: "There ain't no such thing in the Bible," he said; "read it from Genesis to Revelation, from kiver to kiver, and you can find only one man who asked for water, and he only wanted a single drap," and what's more, declared the mountain member in proration, "he didn't git to heaven." Candidates who deliberately misrepresent conditions are not likely to get there either. However, I think all O. R. C. members are safe.

Titusville, Pa. CAPT. GEO. W. BARBER, JR.



#### Editor Railway Conductor:

Division 115 is still located in San Francisco, California. I make this announcement for the benefit of the members of Division 115 who do not attend Division meetings, but you can see them on their trains and other places supporting a charm as large as a Mexican doby dollar and telling their passengers "this is an O. R. C. charm; I belong to the Order of Railway Conductors." How do we know you are a member? Not by your presence at our meetings; only by seeing your sign hanging to your chain. Now I will ask these same conductors where were you on Saturday night, September 1st? We had a candidate in waiting to be obligated. Brother Haley's second trip down from Fresno to be obligated. We did not want him to go away and have to lay off again, just because some of our members are more interested in some play or game than they are in the good of the Order.

Some of our correspondents claim a Brother should not be allowed to represent their Division at Grand Division as a delegate unless he is in active service as a conductor. Now, I will ask you who keeps up the Division? Who attends every meeting? It is just such Brothers as Tom Billingslee, Thomas L. Schuck, Major M. M. Thorp and R. H. Plant that keep El Capitan Division from losing its charter, but are none good enough to be sent as a delegate because they are not running passenger trains? They know more about the workings of the Grand Division than the Brother who don't attend his Division, and if five or six of the old "has-beens" should stay at home for a few meetings the Grand Chief would come and claim our charter. Now, Brothers, look out! Come to the Division while you are o. k. and not

in trouble, for you know as soon as the shoe begins to pinch you fly to the Division and cry: "Send the general committee of adjustment out." "I am suspended and I did not do anything." In the past I always spoke of good attendance at our meetings. I am not like George and his little hatchet, for I can and did tell a lie. Brother T. L. Schuck, there is not much Santa Fe in this. Poor Galveston. I hope we may do something at our next meeting for those in need.

San Francisco, Cal. MILTON G. PUMPHREY.



#### Editor Railway Conductor:

Division No. 80 is still struggling along with its ups and downs, but always with a good attendance. At most every meeting there is some one who is eligible to ride the old sharp-back Billy, and at last lose his life. Business has been a little slack on our division, but we are expecting an increase soon. The Sherbrook Flyer that was run by Brothers Hagar and Boyle has been discontinued for the winter. Brothers Griggs and Connor are running the Halifax Express. Brother Westover and his crew left Newport shaved smooth. They look like a boy team, but they say it is according to the standard rule. I hope if it is it will not be enforced, as we have some ugly old faces on our division. Grand Chief Conductor Clark and Grand Master Morrissey were in Montreal and arranged a very satisfactory adjustment between company and men. I will say that our organization should be proud of both men. They left a very favorable impression among all men they came in contact with, and they will always be welcomed here.

Newport, Vt.

J. H. SHELDON.



#### Editor Railway Conductor:

For fear of losing my position in Division 112, I will let you know that we as a Division have not been very much alive during the heated term and do not think that O. R. C. business will boom very much until after the election, for railroad men are getting interested more and more in politics and questions pertaining to their calling every day, and at all their meetings you will see them at the front.

I was at the Illinois Railroad and Telegrapher Employees' League at Chicago, Sept. 1, and to see the interest they took there was something different from a few years ago. It was all union meetings, and then it ran along on the strike question, but now we are as a labor class beginning to find out an easier way to settle our grievances and that is by casting our ballots at the polls for a candidate that will help others to make laws for the labor classes.

I am watching with great interest the campaign in Missouri for Brother Joe Flory, and if he is elected on the ticket in a democratic state you will see, Brothers, what the labor vote can do. He had ought to win with such stumbers as Brother Billy Welsh of Division 55, who could almost make a blind mule see. He will surely carry the ticket to sure victory. How I should like to have been to Sedalia, at that big meeting, but must say that if Brother Flory is elected, we, as Brothers of the O. R. C., should be at his inauguration as a body, and throwing politics aside, welcome him as the representative of a new party called "Labor."

There were other Brothers from abroad to our meeting besides Brother Walsh, holding state or government positions. Brother Ray of the Army; Brother Jearcebrew, of Wisconsin; Brother Taylor, of Ohio, also other Brothers from other states in service of the railroads, and to say this league here in Illinois is in for business and to stay, and all classes of employes were there and that is what keeps up the interest of the men in railway service. If only one class was represented, then interest would soon die out.

I attended a meeting of Division 1, September 2 and Brother Kilpatrick said it was an off day for No. 1. (Goat had no food to try his jaws on.) I felt sorry for the goat, also for myself, for I do enjoy seeing this same old goat and Brother Connors do up a candidate for we are sure of a treat from this victim, if they (the goat, and Brother C.) will let up on him, but it is not always that you can get them to let go, for Brother Connors is one of the old stayers and I know he misses Brother Sadd. I know I did and was sorry to hear of his sickness but hope he will soon be out among the Brothers again. Brother Warren was in front as always and will say that all officers were there and no ritual in sight. That is the way they have their work done. There was a telegram sent to Brother Flory and also a Brother sent to Sedalia Tuesday, Sept. 4, to represent No. 1. of the O. R. C. and if that is not showing Brotherly feeling I fail to see it.

Well, now for home. We are done with the test and hope that we can be done with the big engines (639 and 640.) Business has been quite good all summer and does not show any abatement as yet and all conductors that have been on the extra list have had all the work they wanted to do. But our grievance here is the student. They will employ none but them. Of course you know that is what makes it interesting for a conductor; 60 cars; students ahead, and students behind, and then stand it all if anything goes wrong. I am willing to teach one man at a time, but when you say two, then I think we are crowded. Now, Brothers, what is the remedy and how applied? I think a free discussion on this had ought to be taken up; then maybe we could help the old conductor and let him live at home with his family and not have to build a home for him. But let them, as Brother Walsh says, adapt themselves to the new style of things, for if a home was now ready it would be filled at once, and, I would say, by some as able to work as I am now myself. This home may be alright, but I am more in favor of keeping up the home at Highland Park. The members there we know need aid, so, Brothers, send in your assistance and not be backward. No. 1 drew it a check for \$25.00. Now that is my way of assistance. Send along the check so that eight or nine Brothers there will feel this winter when they sit by a warm fire and a full table that they are members of such a band of Brothers. I think that Division 121, L. A. to O. R. C. will not get us Brothers of Division 112 to visit them again, for such a band you never saw. Just like Dewey—whip you to a finish. Now for my part I was there, and came away with my pockets turned inside out and came very near losing my coat, but as I did not have a shirtwaist on, some had pity on me and let me retain it. But some that were there showed me no pity—me a poor orphan.

Now I can prove all this by nine other good and well-fed Brothers of 112, but will not name them but let the correspondent of their Division do this, that is, if she is alive and well fed. Brother J. L. Davis, our Secretary, has quit railroading and gone into his shoe store. Brother Cooper has gone a step higher and is now in passenger service, so we do not see the old stand-bys much. The Brothers that take their places must come to meeting once in a while so that if I meet you on the street I may know you are members. Unless a brother is sick or out of town there should be no excuse for non-attendance, for there is where all business of the O. R. C. should be transacted, not on corners or in cabooses. Suppose that our Grand Officers should skip their office at head quarters, what a howl you would make. Of course you will say, they get paid for it. That is true, but do you not get paid to tend your Division meetings? If you do not, something is wrong and should be seen to at once. Now I get paid regularly and by the O. R. C. First, by keeping our local Division alive, and second, by being always ready to assist a needy Brother with his grievance and also let some of these railroad officials know that there is such a thing on this district as an O. R. C., and in fact there is not a day but what we members get paid a little by attending meetings. Now, Brothers of Champaign district, come up once in a while so that I may know you.

C. S. HARRIS.

Centralia, Ill.

Editor Railway Conductor:

Work on the C. & O. has greatly increased. James River division has added another crew making seventeen through freight crews. Our manifest trains, 90 and 98, have been cut down to 45 and 50 cars in order to make time. Six new brakemen have been employed and more will be needed as soon as weather is cold enough to cut trains down to winter tonnage. Brakemen before employed are required to stand, what they call, a rigid examination. Our trainmaster is fitted for a professor as well as a trainmaster. This examination is what he calls simple: First, write the trainmaster a letter applying for a situation as brakeman. The writing, spelling and punctuation will be checked carefully and if all O. K., a book of rules will be furnished and a permit to learn the road after a few questions are asked, such as the following:

"Through what states is the C. & O. built? Bound Kentucky, West Virginia, and Virginia? What direction is Clifton Forge from the north pole? What is the center of gravity? What is the center of magnitude? What is the center of motion? Which part of a wheel moves with the greatest velocity? How do car wheels keep up with each other on a curve when they are stationary on their journals and the outside rail is on the largest circle? If you measure with a cord, sixty-two feet long on a curve of railroad track and the middle of cord is eight inches from the rail, what degree is curve? What is an angle? Explain the difference between an equilateral isosceles and scalen triangle? If the base of a rightangle triangle is twelve feet and the altitude is twelve feet, what is the length of its hypotenuse? Divide three thousand dollars between the railroad company and

the employees so the railroad company will have one third more money than the employees. How does physical and chemical phenomena differ from each other? What is the difference between oxygen and an oxide? Why does iron rust? How is steel made from iron? What is brass? Why do we brass cars? Why is salt used to freeze cream and to melt snow out of switches? What is an element? How many elements are now known? Of what nationality was Columbus? What relation was King James VI. of Scotland to King James the I. of England? What is a copulative verb? Parse Paradise Lost?"

It is not necessary to answer the above questions to be a good brakeman. I will not say anything against it for it will be a benefit to our Order some day.

Brother Wood, one of our local freight conductors, was promoted to passenger conductor. He had been running the local for about twelve years. He finds punching tickets more pleasant than chaining up cars.

Brother T. A. Eads has accepted the local freight between Clifton Forge and Lynchburg. I think he is stuck on his run as he stays by it day and night. Brother "Sandy" Caliham has returned from Indianapolis, Ind., where he has been spending two weeks vacation. Brother J. H. Baker is convalescent from a severe attack of la grippe. His trip to Europe has been postponed on account of his illness. Referring to letters in THE CONDUCTOR of a previous issue in regard to Sunday meetings, I will not say whether our Brothers are right or wrong in so doing, but will say, Division 184 will take the safe side and run no risk. We feel that we have enough to answer for in the great hereafter, when we shall go we know not where. It cannot be that earth is man's only abiding place. Our lives are like a bubble cast upon the ocean of eternity to float another moment upon its surface and then sink into nothingness and idarkness forever. "The Sabbath is to be sanctified by holy resting all that day, even from such worldly employments and recreations as are lawful on other days, and spending the whole time in public and private worship, except so much as is taken up in the works of necessity or mercy." I am glad to note that there is another Brother who does not believe in Sunday meetings when they can be deferred until a week day. This Brother is said to live where the wind will blow the buttons from your coat. I am sure if he observes the Sabbath day and keeps it holy and all other commandments he will not go to the place where his buttons will be scorched off, but will enter the pearly gate with a large pair of wings as pure and white as the snow from alpine heights thrice bleached.

Clifton Forge, Va.

P. A. MCDANIEL.

Editor Railway Conductor:

All is moving along very nicely. Business may not be as brisk as some us would like, but perhaps we get about as much as we can do with justice to ourselves.

The industries throughout have not been so encouraging for years, and each political faction can explain the direct cause with perfect satisfaction to himself and can ever go further and point out the great pending dangers that not only threaten

our own domicile but, the foreign. It has been one of my efforts not to cross a bridge till I get to it. A number of my friends are all the time punching me about not writing a letter every week. They do not know what kind of an effect it has on me to write a letter. I have tried it several times and each time it has made me sick. I am not feeling well now. Would say that I am chilling but do not like to acknowledge anything else but that we are at all times in good humor, have plenty to do, and in good health and that is about right now, too.

Brother Corbitt paid us a delightful visit not long since. We liked him from the start and he liked us, I guess. He did not criticise us, but talked very nice to us and many things he said were pleasant for us to hear and good for us to know. We would like to have him come and see us right often. Mr. Pierce Suddeth one of our young conductors, has been behaving rather oddly for some time; so much so that it has become part of the whispering, and, no doubt, in the near future his actions will be self explanatory, and instead of whispers it will be congratulations. Go it! it takes a man of self-confidence, nerve and will. You will never succeed if you never try. You have my best wishes.

Brother J. M. Lawton, who is spending the summer at Asheville, N. C., we are glad to learn, is gaining in health very perceptibly, and is only waiting a few days longer for the frost to fall when he will return to his train. Brother Lawton is one of the best known, and most popular conductors who runs into Atlanta, and his return will be hailed with delight.

J. D. GOFORTH.

Atlanta, Ga.

Editor Railway Conductor:

There has been considerable said of late relative to the proposition for a home for aged conductors who are poor, old and only in the way. Poor fellows! That would be a good proposition, no doubt, but if there is a place prepared for us to rust out the later part of our days, is there not a possible chance of a man laying back on his oars and thinking, not of tomorrow, knowing full well that he will be taken care of? Now this home may be a good thing. Sometimes I ask myself this question: Are the American people degenerating so far as frugality and thrift is concerned? Did your father and mine have to have a home to go to when they became old or did they wield the ax, saw and the hammer and hew themselves out a home in the forests, almost primeval, building up a character in all that goes to make up a man? Now I want to ask you this question: Which is the best home; the one that is mine, or the one that I have only got a dying chance in? Abe Lincoln said: "This reminds me of a story. A poor 'broke' Jew continually haunted a faro game. One day the dealer asked him why it was that he continually hung around there, as he never had any money to place on the layout? 'Why, Mr. Dealer, I am taking a dying chance.' Not being clearly understood, he was pressed for a further explanation. He said, 'Well, don't you see, I am just watching the players when they put down a bet and if one of them drops dead I will just cop the sleeper.'" And so I think that he who waits for dead men's shoes will long go barefooted.

I do think that there is no excuse for the average conductor in not having enough laid up for his declining years. We are getting good wages for our labor, and it does seem to me that if a man wants to do the fair thing with himself and his family, he would think of his personal home first. If he did that, I don't think that it would be very long before he came into possession of one, and then the question would be solved; of dying in the poor house. I am afraid that a great many will have it to say, that the harvest is past, the summer is ended and I am not saved. May the dear Lord help us to take advantage of this harvest time before it is everlastingly too late. We have a good many conductors on our Division who have saved up a nice little sum of money and have invested it, some in cattle ranches, and some in stores, and they are building up a business for themselves, something that will keep them in their old age.

And again, I see some that have a champagne appetite with a beer salary. And again I see some who spend their time in saloons and gambling houses and other places of bad repute, and if you ask their grocer or tailor, if these men pay their bills they say, "no." They ask, can you tell them why it is so? Yes; I can. It is because they spend their money for that which is not bread, and for that which satisfieth not. I do hope that there will come a time when these dear fellows will see the error of their ways and turn to the Author of our faith and live.

We are having a good business on the road just at present and everybody ought to be happy. There will be a great many of us boys go to the general conference of the Y. M. C. A., to be held at Philadelphia this month, and that speaks well for the railroad men of this place. We are glad to see so many taking interest in this christian work. Since my last letter, one of our best members has again been put to work, and we feel glad of the fact that he has squared up the charge against him. We have also lost one or two more on account of one thing or another, but this is the evolution of a railroad man from gold band to the point. Moral: "As a man sows so shall he reap. Sow the wind and you shall surely reap the whirlwind."

A. F. WARD.

Chadron, Neb.

Editor Railway Conductor:

I attended a clam bake out at Brother Dodge's at North Attleborough, Sunday September 16, and met 103 good fellows, all conductors of the New Haven system, and I must say it beat anything I ever attended in the line of clam bakes. It was pleasant to see Brother Egan, Brother McLoon and Brother Ambrose passing around the many good things that were served. It was such an elegant affair! I would go a good many miles to attend another. Brother Daniels and Brother McCarthy sat on the wall eating horse chestnuts; something I never witnessed before. Brother A. S. Messer, who is still running the dude train, is expecting to get done about October 27, and will take a trip among the boys. He has been in the business about fifty years, and he says the O. R. C. boys are all right. Brother Melvin McCloud has been reinstated in Division 22, and the boys were all glad to see him back. He got a good shaking

when he came back, although he is working at his trade, a machinist, in Roxbury. Brother Brad. Meetinghouse, who lives on Church street, New Bedford, is taking a two-months' vacation, and will soon be back with the boys. The many Brothers of Division 122 extend their sympathy to Brother Dunbar, ex-chief of Division 122, who has been laid up three months, and wish to see him out and on his train soon. Brother Driscoll is still on way freight between Providence and Boston and is happy as the day is long, and has just returned from a vacation and much needed rest.

The installation of Boston Division 122 promises to be a nice affair. The Division has appropriated \$2,000. It will be in the hands of the committee at the next meeting, to use, and it is talked of having a nice time and having a public installation, and talent to make it pleasant for the families and friends of Division 122. It will be our 16th anniversary, and we mean to celebrate in old home-week style. Brother T. Harrington is making arrangements to have his house moved from Hudson street to Dorchester, near Dan Dayles, and Brother G. E. Smith is to be in charge of work, commencing October 11, so we intend to attend the introductory of seeing it started from the foundation.

Boston, Mass.

AUTOMOBILE.

Editor Railway Conductor:

I note on page 656 of THE CONDUCTOR a letter from "S. C. G.," Charleston, S. C., in which he speaks of non-attendance of the members of his Division and says that the average attendance of Brothers in active service is not more than two at a meeting, but he does not say how many ex-railway men are present to conduct the affairs of his Division. I hope that this is not the usual average with all Divisions, for if it is where will you find your actual service men for your delegates to the Grand Division? Of course you could not think for one moment of sending one of those Brothers who are not in active service to represent you, for they would not know what would be best for the members of his Division! No, perhaps he wouldn't, but would the other fellow that did not have interest enough in his own welfare to remember the dates of meeting? Seems to me that this active-service cry is somewhat of a chestnut. Look at the registers of our Division meetings and note who it is that are the most regular attendants, and also who it is that really takes the most interest in the good of the Order, and tell me are they active-service men or are they Order men who are out of the service? Brother "S. C. G." also advises to drop this wild-cat scheme of a home for old conductors and the old conductor will live to bless you. Well, Brother, you have a passenger train and you don't care, but there are plenty of members of our Order who are not as well fixed as you are who are today already in need of just such a home as we are talking about. A home, a place of refuge for conductor's wife, widow or orphans. There is not a conductor today, running a train, that has a cinch on his job. He may, perchance, be looking for work tomorrow. He may be above the age limit but his little savings, that he has been so carefully hoarding up, will quickly fade away until sick and discouraged he goes back to his now cheerless home to acknowledge to the dear little woman who

has been his helpmate through life that he cannot find anything to do. "I am too old for railway service now. I don't know which way to turn. I don't know what to do. Oh, if the conductors had only made some preparation for just such an emergency as this how gladly I would accept a place with them." And you would be justly entitled to employment if you were able to work, and if you were not strong enough to labor you would be assured that not only you but your family would be amply provided for. Of course you might have to leave your boyhood's home and surroundings, but you would also do that if you could find another train to run. You would pick up and go where your work took you. You wouldn't want to go to Father Coffin's Highland Park Home either for there your good wife and family are shut out.

It is mighty strange to me that only a year or so ago when the idea for a Home for conductors was first talked of that the principle cry against it was the seperation of the conductor from his good old wife—that the conductor would have a home to go to while his wife would be left to go over the hill to the poor house. No, sir! they would never do that, never! They would stick to her as long as life lasts, and yet these same conductors now say, take us to Highland Park. The county will take care of my wife and children. I will have a good home anyhow.

Now don't get it into your heads that I am trying to oppose the Highland Park Home for I am not. I am in favor of our aiding that institution all we can, for it is worthy of our support for this reason, that it does not receive the wives, widows and orphans of the members of our Order, and that it is dependent upon voluntary subscriptions for support. That is why I am advocating a Home—an industry, an enterprise, or a farm that will, in a measure, be self-sustaining. I am more than ever impressed with the idea of a manufacturing establishment owned and operated by the Order or by a union of all of the Orders, to manufacture uniforms, caps, overalls, shoes, etc., that will be worn by railway men. I believe that an enterprise of this kind will be self-sustaining and will furnish employment for hundreds of our unemployed, both male and female. We will need ex-conductors for resident agents, traveling agents, etc., and for many other positions that some member of a conductor's family might fill.

Brother Jeardeau of Milwaukee writes a good letter on this subject. He advocates the uniting of all of the Orders in one Grand Home. I like that idea, but make it self-sustaining if possible, so that you can pay wages to those who are able to work and this oft repeated wail of cold, cold charity will not mar or dim the happiness of a single occupant. Let each one of the five orders put up \$50,000 each; say a grand total of \$250,000 and commence business, and, as I said two years ago, I don't care a continental what the business is—a farm, a coal mine or a sugar refinery, only so that it will be self-sustaining and will furnish employment and a home for the wives and families of our members as well as the member himself. Now I know by experience what it is to be out of a job. I know by experience what it is to be out of the age limit. I know what it means to have what little you have saved waste away until you can hear the wolf

growl. They say that I have an axe to grind, and they are right. I have an axe to grind, not only for myself but for others who are in need just as I am, and are good, worthy members of our Order, too. I know of one—a member of my own Division, who is now running a train when he is able; working hard all day and all night trying to live and support his family and his earnings are less than \$50 per month. A good, earnest, hard working conductor, doing the best he can to live, but it is only a question of time when some one else will take his train and he will be out in the cold. He could sell overalls; he could represent the Order of Railway Conductors in any enterprise, and do it well.

We had another meeting of Toledo Division yesterday. There wasn't but about sixty members present. We put another new conductor on a regular run and he had all kinds of trouble but he still lives. There is some talk of the several organizations of railway men in this village co-operating and building a temple of their own, a project which I think a good one and should receive the support of Toledo members.

Toledo, Ohio.

B. F. OSBORN.

Editor Railway Conductor:

I am just getting out from quite a sincere illness of two long weeks, and expect to be ready for my post of duty by the 1st of October. I have not been on the road for the past two years. I have been in yard service, but during dull times and rest hours there are always enough of the boys around to tell me of some fly runs, big trains, etc., and when a fellow is "kinder blue" over not getting his work done or some train out right on the call, it has a tendency to cheer him up and he can start in anew.

I have been treated so nicely by my superior officers, co-laborers, etc., by their visiting and caring for me that I can scarcely regret my being sick. I shall never forget their kindness, but hope that I may return it in a different way.

Business is not very good with us now, but the busy winter is nearing and all look forward to and are making great preparations for the best business ever handled in this part.

We have a new wharf nearing completion that is double the capacity of either of the other L. & N. export and import wharfs of this city, and last year was a record-breaker for the two wharfs, and of course with the new wharf we expect to do much more. We have a yard capacity of about 1500 cars, and it is all very conveniently arranged, except our yards and wharfs are too far apart to exactly suit the yardmaster, who some days makes several trips to each, and don't always catch things (engineers) coming his way. If I can get strong enough I want to write a good piece for November CONDUCTOR.

Pensacola, Fla.

F. B. RADCLIFF.

Editor Railway Conductor:

The time will soon be here when we will be called upon to elect officers and delegates to the 28th session of the Grand Division. Who will we elect? Will we elect for officers men who do not have the interest of the Order at heart, or men who will sacrifice something to promote its interests? I say the latter, by all means! It is pretty



hard to fill the officers chairs with men who will attend every meeting possible—men who will learn the work so as to open and close without the rituals, but it is easy enough to get delegates, for they all want to be delegates for a whole lot of the members think that to go to Grand Division as a delegate is a vacation with all expenses paid. But I do not believe that we should send a Brother because he wants to go real bad, but send one who will represent his Division by attending all sessions of the Grand Division, by answering to his name at every roll call, and paying attention to its deliberations so that he may talk and vote intelligently upon all questions that come up. Let us send delegates who will sacrifice something for the Order; delegates who are willing to do something to boom the Order along. I do not care to what secret, social or church society you belong to, you will be no good if you don't rustle. You must get right behind the preacher, Chief Conductor or the president and push them right up to the front and when they get to the front you will be right alongside.

I have just finished reading the September CONDUCTOR. There is a whole lot of good reading and some new correspondents. I fully agree with Capt. Barber about the cross and the flag, but I do not believe that the meek and lonely one approves of what has followed our flag to foreign lands. It looks well to talk about the school houses on the hills, but while there are 1,000 school houses on the hill, there are 10,000 saloons in the valleys dealing out the cursed stuff to all who have the price, breeding crime and corruption and throwing a blight upon some of the bright minds in the country, taking our boys and girls from our schools and making drunkards, gamblers and prostitutes out of them before they attain their majority. What has made the class of men we call rounders? There is only one answer—liquor. It puts more men on the tramp than all of the other evils in the world, yet you will find men who will say it is a good thing. So, as our flag floats proudly over the Philippines, our liquor is being sold under its shadow, not only debauching the natives, but our own soldiers. I did not start this communication for a temperance lecture, so had better branch off on some other track.

I see that Brother Osborn is willing to give up the home if he can get the Order to start a clothing manufactory. Better stick to the home, Brother Osborn. S. C. G. has given us some good ideas on the home question. I believe that the reserve fund law should be repealed and that a law should be passed making an assessment of one dollar a year upon each member to create a fund to build and equip a first-class hospital for disabled and feeble railroad men. Let us not pile up a fund or a surplus, but let us do something for those who are in need today. We have many Brothers whose days would be prolonged if they could have the means to go to a good hospital. My advice to the Brother is to stay out of politics, for a man to be a politician today has to cater to all classes of society. He has to go with the tide. That is the reason that we have so many dishonest men in office, because they resort to any means to get an office. Let us look to something higher. Let us have more Brotherly love. Let us love our neigh-

bors more and hate our enemies less. Let us make our Order better by taking more interest in its affairs, by attending the meetings more regularly, by living up to its principles more closely, by getting the selfishness out of our lives so that when an unfortunate Brother loses his situation and gets reinstated we can go to him and say, my Brother, I am glad to see you come to work, and when we get all of these things in our lives we can go out and lift up the fallen; go to the erring and tell him of his mistake, for then our hearts will throb and beat in sympathy for our fellow man.

What has become of Veritas? I want him to send me his address for he is a man after my own heart and I fully agree with him on the Sunday question. The good book says, "Six days shalt thou labor and do all of thy work but the seventh is the Sabbath of the Lord thy God. In it thou shalt not do any work." Now in these modern days when men think more of a dollar than they do their souls we cannot expect anything else but Sabbath desecration, but even though we are compelled to work on Sunday there is no good reason to why our lodges should meet on that day. You do not see the L. A. to O. R. C. meeting on Sunday. (God bless them for keeping the fourth commandment). In the June directory out of 145 Divisions of L. A. to O. R. C. I see only one Division that meets on Sunday while out of 403 Divisions of the O. R. C., 83 meet on week days with 22 half week days and half Sundays, leaving 298 to break the fourth commandment. Now let us think of this matter seriously. Do you believe that the Lord will prosper us if we do not keep his commandments? Most Divisions will tell you that they hold their meetings when the most members can be there. Now there are a whole lot of fellows who will not go to a meeting no difference when or where it is held, so that class should not be consulted. Then there is are a class that think a whole lot of their families. Show me a good Order man and I will show you a good family man. Now a good family man has other things to occupy his mind on Sunday. If he himself is not a christian man (which he ought to be,) he will keep house and take care of the children while his wife will attend to her christian duties; but as soon as dinner is over he goes to Division meeting, not because he wants to go, but because it is his duty to go, leaving his family alone all Sunday afternoon. If the meetings were held on week days he would not be missed so much for the children would be at school and the wife would be busy at her daily duties. I am very glad to see so many of the Divisions changing their dates. Why, ten years ago there was scarcely a Division but that met on Sunday! To my mind this is not only in accordance with God's laws, but it will insure attendance if we change our meeting days from the sacred Sabbath to one of the six days that we are told to do all of our work.

Burlington, Ia.

R. W. ROBINSON.



Editor Railway Conductor:

In your September issue we saw a letter from Brother Gilbert of Division 208, complaining of the indifference of Brothers, slim attendance at meetings and of the timeworn excuse. We of Division 271 extend to Brother Gilbert our sympathy in his efforts to cause members to give more attention to

the Order and less attention to "other places" where questionable amusements are held, particularly on Sundays. If we remember correctly it is a duty to assist a Brother and his family and not deprive him of the necessities, which is the case when we assemble with drawn curtains for the sole purpose of depriving some Brother and his dependents of a portion of his earnings, which is perpetually too small for his family to let him tell it, but frequently sufficient large to allow him to drop a few dollars in the coffer of some more successful manipulator, who frequently holds five aces while his opponent holds only five jacks. There is nothing surprising to us when the railway companies work us at a minimum when they know too well the weakness of some of us. Brother Wells has reformed, but it is like his other reforms—short lived. If there is anything of which he has a surplus, it is reform. We have known him to reform twice in one day and that night paint the town until sunrise and then reform before breakfast.

We wrote you about the Strawberry belt and hope soon to enlighten you about the cotton and tobacco belts. We have another belt about which we have been unable to attain facts and therefore will have to refer you to Brothers Johnson, Harker and Brunson for information, in regard to the electric belt. They say it has no equal for specific qualities.

Our boys have about all had their summer vacation and returned with a prospect of plenty of work for the approaching winter. The drouth has damaged the cotton crop materially in our section and the Texas floods have added to the shortage, consequently we anticipate about a three-quarter crop. The advance in price has caused the farmers to rush their cotton on the market, thereby making our work far heavier than has ever been the case at this season. We observe the receipts at Wilmington is about 10,000 bales over the first twenty days of September, 1899. At that rate and considering the shortage, the crop will be on the market before January 1st, and such being the case our freight men may have a rest after the Christmas holidays, but it is doubtful as now we seldom have light seasons as was formerly the case. We had an accident September 8th on No. 33 between Florence and Augusta. Brother Harker was slightly injured, but nothing serious. The Pullman was thrown down an embankment and landed on its side. In a few hours the track was cleared and business resumed. Have been unable to ascertain the cause. Brother Carmon is off for the month of September visiting in Fayetteville. He has been feeble for some time and it is hoped the rest will be beneficial, for he has a hard local run of 192 miles daily. Brother J. M. Walker, after eighteen years on other divisions of the system, is on Brother Carmon's run. Brother L. C. Jones is filling Brother Walker's run on the Gadkin Division. The arrangement allows both to be at home considerably.

Our officials are evidently anticipating and increased business, judging from the preparations. They have ordered twelve large engines, twenty new modern coaches and five hundred box cars, besides working all shops to the utmost. Our first September meeting was a success, two initiations and we have out eight applications awaiting an op-

portunity, which we hope will soon present itself. The attendance was very fair, including several new faces which was quite refreshing and we hope is only a beginning of an auspicious season.

Wilmington, N. C.

LA FAYETTE.



Editor Railway Conductor:

I have several times been asked whether I have quit my job and what I intend to do to get my salary. After writing my first letter I was told that I could write again (at least so says Sister Embree) and perhaps by the time I get through with this one they will be glad to call it "quits;" so here goes.

Division 201 is still on top, with a flourishing membership and a good treasury, and up-to-date in the labor world. We are proud of the nomination of Brother Geo. J. Churchill for state senator. Brother Churchill is an able and enthusiastic advocate of the cause of labor, and is entitled to our undivided support, irrespective of party lines. Let us once and for always set aside party prejudice and support the Brothers who have been defeated through treachery in our ranks. We are continually advocating the election of labor men to represent us and it is earnestly hoped that the railroad fraternities in this district will be unanimous for Brother Churchill.

Much credit is due our General Committee for the able manner in which they had our Articles of Agreement revised, which took effect on June 1. While we did not get all we asked for, we got more than was ever got before.

As the time is drawing near for our Grand Division to meet and new laws to be recommended, the writer has had in mind for a long time one of a joint membership of the O. R. C. and B. R. T. While I know that this will not meet with the approval of all, yet I believe my views will be shared by many that such membership may and will at some time prove disastrous, as has already been demonstrated. While such has caused no trouble as yet, so far as the O. R. C. and B. R. T. is concerned, there is no law to prevent it. Perfect harmony cannot be assured where obligations conflict, and for that reason cannot always work harmoniously together. Carrying water on both shoulders has been tried more times than once and in each and every case met with disaster in the hour of trouble. This affiliated membership does not only apply to the O. R. C. and the B. R. T., but other classes of labor organizations mingling their memberships as was the case on the P. & R. in '87, when Order and Brotherhood men held membership in the K. of L. Here were two masters to be served. One says you must go out with us, while the other says you can't now. One master must be served and both cannot be. What was the result? A ruined membership in one or the other organizations; loss of position; dishonor and the vilest kind of ridicule and abuse. Many a good name has been smirched. As to this affiliated membership, I need not dwell at length, but would only refer to the trouble on the Great Northern in '93-4, which most of us remember. A committee man holding membership in the B. R. T. and A. R. U. deserted the B. R. T. and joined the issue of the A. R. U. at the very moment when a vote was to be taken by the Order and Brotherhood for a strike on account

of a reduction of pay. After the Order and the Brotherhood had established excellent conditions on that system and a good schedule of pay, the A. R. U. gained a full knowledge of the doings of the Order and the Brotherhood, which this deserter imparted. This was valuable to them, and on account of that and having the sentiments of the men took advantage of the situation and inaugurated an illegal and unauthorized strike, they getting the credit that justly belonged to the Order and the Brotherhood, and all because of this deserter.

There is a Division of the Order that has a membership of ten per cent of B. R. T. members in it, and the meetings, I am sorry to say, are far from being harmonious, principally on account of two policies being advocated, and the members set against one another causing them to be continually arrayed against themselves. Why? Because they want to relegate the opposite policy. This is a deplorable state of affairs and nothing short of a law prohibiting membership in both will remedy this evil. I am opposed to it and would be were I a member of the B. R. T. I know I shall be severely sat upon by some on account of my doctrine, but conductors on this pike are all well used to grief, so that will console me some.

Brother Dwyer, you have at last come down to the real thing—a labor bureau. I know you meant that, for your article 9 in the statutes will not suffice, so let's have the labor bureau at our next convention.

Business on the Lake Erie is not rushing at present, but any worthy Brother passing this way can at most any time get an office, providing he is not over 35 years old and has not more than one finger off.

EDWARD FUNK.

McKees Rocks, Pa.

#### Editor Railway Conductor:

As Division No. 402 has not been heard from yet, I will try and tell you how it was. Although we are just starting in we have 39 members and more good men about ready to come in. Business is pretty good on the W. & L. E. just now. We have a pretty good schedule of wages and everything is going along pretty smooth. Of course, it is the same as other places, trains are larger than they used to be. Several of our Brothers need a good talking to for not attending when they are in on meeting nights. S. C., O. Smith, and S. & T., J. Stocker are two of the liveliest Brothers in the Division. Brother Myers, C. C., is not slow when it comes to telling the boys where to head in. You may expect to hear from us again, as I believe we have woke up.

SIMMY DORMAN.

Massillon, O.

#### Editor Railway Conductor:

Never was a promotion made in this section of the railroad world that meets with such general commendation and approval as the promotion of Brother W. H. Wright to the position of superintendent of the Plant system—a more than merited promotion. Never was a promotion more justly won. Commencing at the lowest round in the service of this company, Billy Wright, as he is spoken of by all who know him, has worked him-

self up, step by step, until he has reached his present position. It has been won by his sterling ability and honesty. Honest and true to his friends, and never for a moment forgetting that he was a member and Brother in the O. R. C., and constantly working for the advancement of the Order and his company. Brother W. H. Wright has been placed in charge of the most important division of this system. Keep your eyes on him, Brothers, and if he lives you will see him a general manager of some of the vast railway systems in this country. The writer has known him for 23 years and remembers him when he waved the red and green signals on the rail. As a friend I feel proud of his promotion. In him there is the true ring, and the Brothers of the Order will always find a true friend in him as well as in that prince of heroic gentlemen, Capt. M. C. Denham. With such men as Denham, Wright and associates, the Plant system will be in safe hands.

Success to you Brother Wright, and may time deal gently with you and your life be full of good deeds.

OLD TIMER.

Jacksonville, Fla.

#### Editor Railway Conductor:

I have just been reading THE CONDUCTOR for September and as it will not be long before the Divisions will be electing officers for 1901 and delegates to St. Paul, I might make a few remarks worth thinking about. From the reading of THE CONDUCTOR is where we gather a great many of the ideas that are likely to come up for argument at the next Grand Division. I believe the Home problem will be pushed forward by some of our enthusiasts in its behalf for the assistance of the old Conductor, which I am not in favor of myself, but would suggest that some means be adopted to render assistance to our needy Brother who by age or misfortune requires the help of the organization and is worthy. Several suggestions have been brought forward, such as Farm, Home, Business Enterprises and Insurance, which all have their favorable recommendations. I think each Division should discuss the various projects so their delegates would have some idea as to the wants of the members in their own particular districts.

I see W. H. G. from Elkhart, has an idea as to representation in Grand Division which would save a great deal of money for the membership. Our Home at Highland Park should get better support from the organizations interested so they would be above wants of any kind, as they have only a few members who have taken advantage of the institution and very few of them represent the old conductor. Now, that is the only business I would like to see. Get better aid from the rank and file instead of shoe shop or clothing store—in the matter of insurance, I would like when a Brother becomes so incapacitated that he cannot earn a livelihood because of any misfortune which is not provided for in our laws, the Insurance Committee should make a recommendation to the Grand Division to pay that Brother his insurance at so much per annum less his assessments: say in ten annual payments. By so doing we would be filling our fraternal obligation in a busi-

ness like manner and would go a great ways in establishing our organization as the best on earth. I desire criticism on the subject as I deem it worthy of thought. The old conductor, when he gets to that pass that he requires any special aid and comes to the Grand Division either lame, blind or suffering from some incurable disease, ten years will generally see him numbered with the great majority.

MAC N. Z.

St. Thomas, Ont.



#### Editor Railway Conductor:

I think it is high time that some of the members of Division 352 should take some step to show the Brothers we are not snowed under yet, although we are away in the far north. Our Division is in a fair thriving condition, with as fair membership as could be expected, as we only have one line of railway here. We have every man available, excepting one or two, and we are after them. Our worthy C. C., Brother McMurphy, has been transferred to a regular run on the Lake De Bonnett branch. We are all glad to see this promotion, as our chief is a valuable man and no doubt he is sterling weight on that line. Past C. C., Brother Shaw, who is General Chairman for the C. R. R. System, has been quite busy of late, as his business has called him back and forward from the Atlantic to the Pacific to intercede in settling grievances, and we are glad to have it to say that he has been able to reach an amicable settlement in every case that he has had to deal with. We all feel that he is the right man in the right place, and I might say that our sister organizations of this system think he is o. k. as well.

Traffic at present is very slack here and the prospects for our usual fall and winter rush is very poor, as the wheat crop in the west is almost a total failure. As it is customary to have Brothers looking for employment to head this way about this season of the year, and as it is very quiet and not liable to be any rush, I would not advise any of these Brothers to come this way this fall, as there are men here "to burn."

GRAMARCHER.

Rat Portage, Ont.



#### Editor Railway Conductor:

I have not lost any conceit as to my being a correspondent as I never had any in that line. No doubt some of the members of No. 1 believe it an easy task to write a letter each month of the year and I am going to give one of the same members a chance to try their hand next year. Brother Connors likes to see his name in print I know, so I will mention him now before I forget it, as "doing the state" of Wisconsin in behalf of the republican party among the railroad men. "Andy" is a good man for that position, as he is good and true to his party and to No. 1 we have no better or more loyal member. Our old member and mainstay, Brother Sadd, has gone to a sanitorium at Alma, Mich., to try to find relief for his terrible affliction, rheumatism, and we all hope he may succeed in being

cured, or at least relieved. We all miss him at our meetings as he is always there when able to be out. Brother Sam Fitch expects to go to Iowa for a short vacation, accompanied by Mrs. Fitch. Sam says there is good hunting out there and we are all waiting for his return as he has promised us all kinds of game. (A dozen quails will do the writer). I have been asked if I ever see our old member, Brother John H. Penfield. "At a distance only," was my reply. Now, John, don't allow me to be asked that question any more but come to meeting once in a while, at least, and let the boys see your smiling face as in former days. Brother Bill Goodman has gone into the soap business. He claims he has a wonder. All the woman has to do is to show the soap to the water and the clothes are ready to hang out. I wish I knew of some good sensible topic to write on that I could feel would be interesting to all who read THE CONDUCTOR but am sorry to say I am not built that way, so please pardon me and we will try and pick out a first class correspondent for next year.

Chicago, Ill.

E. A. BREKS.



#### Editor Railway Conductor:

Business seems to be good on this part of the B. & O. system, all the men having plenty of work, and you know that is the one thing necessary and the next is to be well paid for your labor; and yet, with all those things, poor, common humanity won't be satisfied. There will always be someone that imagines they have a kick somewhere and don't just know why they kick and frequently get kicked themselves. This is a queer old world; take it most any way you choose you will find men being treated fairly well and the first thing you will find them abusing their privileges and trying to beat their employer along some line. If no other way they will loan their transportation to someone else to travel on. They forget every time they do those things they beat their employer out of that fare and if you remonstrate with them about the matter their excuse will be, "Oh, they have beat me out of many a dollar;" but always remember two wrongs never made one right. It always pays best to do all you can and the best you can, ever remembering timely worth, as a general rule, comes in somewhere along the line.

We are sorry to note since the writing of our last letter that we have been unfortunate in the loss of two more of our Brothers, E. C. Caskey and Robert Martin.

It afforded us a great deal of pleasure to note in last month's CONDUCTOR a communication from the Ladies Auxiliary of this place. Come again with your correspondence, Sister. Get your Sisters together and make them help you. You know we have magnificent oaks sometimes from those little acorns. You have possibilities. Make use of them. I don't believe our Brothers of Division 234 elected a correspondent last year; if they did he has lost his pen.

J. W. RANKIN.

Martinsburg, W. Va.



***Master and Servant—Railroad Rules—Customary Violation—Ratification—Recovery for Injury.***

A rule of a railroad company against going between moving cars to uncouple them will not prevent recovery by a servant for injuries received while violating the same, if its violation was sanctioned by a custom so universal and notorious that the company was presumed to have known of and ratified it.

*Fluhrer vs. Lakeshore & M. S. Ry. Co. Mich. S. C., June 18, 1900.*

NOTE:—This action was brought to recover for the death of the plaintiff's husband who was crushed between moving cars in an attempt to uncouple them. She had judgment and this court affirms.

***Fraternal Insurance Assessments—Necessity of Prompt Payment When Due—By-Law—Waiver—Evidence.***

1. E. held a certificate of insurance in defendant association, the by-laws of which are a part of the contract and require assessments against members to be paid on or before the 28th day of the month in which made, in default of which the member becomes suspended, without action on the part of the subordinate branch. *Held*, that the custom or habit of the collecting agent of such subordinate branch in permitting the insured to pay assessments after default, between said 28th of the month and the lodge meeting next following, is not binding on the defendant, it not appearing that the members of the subordinate branch had any notice or knowledge of such custom, and it not appearing that such collecting officer had any authority to waive a strict compliance with the by-laws in that respect.

2. During the four years of insured's membership a large number of other

members were suspended, in accordance with the by-laws, for non-payment of assessments made against them. *Held*, that the custom and habit of such subordinate branch in restoring and reinstating such suspended members, even though the reinstatements were made under and pursuant to its by-laws, did not constitute a waiver of the prompt payment of future assessments, nor establish a right of restoration to membership.

*Elder vs. Grand Lodge I. O. U. W., Minn. S. C., Jan. 9, 1900.*

***Application—Material Facts Not Disclosed—Estoppel.***

In an action on a certificate of insurance the defense was that the insured applicant had hemorrhages of the lungs when he made application for the certificate, and had had a dangerous case of measles, and rheumatism and pleuresy, and that such facts were not disclosed by the application. *Held*, that the fact that the agent of the association who took the application said that he did not regard measles as a dangerous disease did not tend to show that the agent did not deem such facts material, or that he had waived the fact of such disease, nor estop the association from defending on the ground of false or suppressed statements and facts.

*Sprinkler vs. Knight Templar and Masons' Life Association. N. Car. S. C., June 12, 1900.*

***The Legality of Railway Relief Associations to be Tested—Order of Trainmen.***

The legislative committee of the Order of Railway Trainmen have instituted suit at Columbus, Ohio, to test the legality of the Pennsylvania Railroad's Relief Fund, a sort of mutual insurance company. The complainants allege that the employes of



the company are forced to join the organization, a certain amount of their wages being retained monthly to maintain the fund. This is denied by the company, and the statement is made that no employe is compelled to join the fund; in fact, a very large number of the employes do not belong. The officers of the company are the officers of the association, and the company pays a large sum monthly to make up the deficit, the proportion of the money taken from the employes being too small to meet the obligations. The Relief Fund was organized in 1889, and since that time, on the lines west of Pittsburg, has paid 128,182 benefits and disbursed \$2,808,570.56. Of these, death benefits from accidents were 475, amounting to \$272,007.19; death benefits from natural causes, 1,312, amounting to \$806,850.45; disablement benefits on account of accidents, 50,736, amounting to \$770,797.05; disablement benefits on account of sickness, 57,677, amounting to \$588,915.87.

The provision in the contract of a Railway Relief Fund Association, that acceptance of benefits shall release the railroad from damages, has been tested and held valid. (See *Otis vs. Pennsylvania R'y Co.*, Fed. R. 136; *Shaver vs. Pennsylvania Company*, 71 Fed. R. 931). The court, also in the latter case, held that the statute of Ohio (87 O. L., 149), prohibiting formation of relief funds by railroads is unconstitutional.

Several attempts have been made in Indiana to legislate the fund out of existence, but the employes of the company have always succeeded in preventing the passage of the bills. The members of the fund are considerably exercised and are watching the suit with interest and concern.



#### *Fraternal Association—Disablement—Business or Profession.*

A contract of insurance with the defendant, a fraternal insurance company, provided for the payment of a certain benefit whenever a member thereof, by reason of disease, accident or otherwise became totally and permanently disabled from following his usual or regular business, occupation or profession. A mem-

ber, who was a pharmacist and engaged in running a drug store, was accidentally shot in the left arm, and it was amputated at the shoulder joint, and no other injury was alleged to have been sustained. *Held*, that the loss of the left arm alone did not constitute a total disability within the terms and meaning of the contract, hence, no recovery can be had.

*Smith vs. Supreme Lodge Order Select Friends.*  
June 28, 1900.



#### *Mutual Insurance—Assessments—Rights of Members—Alteration of Contract.*

Where assessments in a mutual insurance association are to be on the entire membership, and proportioned among the members according to the age of each, the association, after receiving large sums in assessments from a member, cannot, without his consent, so alter the contract as to place him in a class of members whom it requires to pay on the basis of the age attained by each at the date of the assessment, while other members continue to be assessed as of their age at entry. And where such association violates its contract with a member, the damages to which he is entitled are the amount of the premium assessments and dues paid by him, with interest from the date of each payment.

*Straus vs. Mutual Reserve Fund Life Ass'n. N. Car. S. C. July. 3, 1900.*

NOTE.—The right to change such a contract without the consent of the insured depends upon the provisions of the by-laws. If a member agrees to the provisions of the by-laws then in existence, or that may afterwards be made, he is bound in the case of the by laws being subsequently amended as to change the nature of the contract as to classes and assessments.



#### *Non-Payment of Assessments—Forfeiture.*

Where a member of a mutual benefit society who fails to pay his assessments within the time required is under the lodge by-laws suspended, and dies without being reinstated, the society is not liable on a policy issued to him before suspension. Neither will an offer by a third person, made after the expiration of the proper time of payment, to pay the assessment of a delinquent member, bind the society.

*Supreme Conclave K. of D. of Warrick, Ga. S. C. May 8, 1900.*

# OFFICIAL CHANGES

E. D. Codman has resigned as president of the Fitchburg Railroad.

H. S. Spangler has been appointed receiver of the Gulf & Interstate.

Arnold Kalman has resigned as second vice-president of the Chicago Great Western.

M. F. Wright has been chosen second vice-president of the Chicago Great Western.

I. A. Sweigard has resigned as general superintendent of the Philadelphia & Reading.

A. Bohlinger has been appointed assistant superintendent of the Arkansas Southern.

James M. Herbert has resigned as superintendent of the eastern division of the Grand Trunk.

John Harris has been appointed trainmaster of the Louisville & Nashville at Louisville, Ky.

Alexander Frazier has been appointed trainmaster of the Louisville & Nashville at Middlesboro, Ky.

W. Bernard has been appointed general yardmaster for the Boston & Maine at Williamstown, N. Y.

James L. Woodruff has been appointed general manager of the Marion & Rye Valley Railroad of Virginia.

E. C. Tomlinson has resigned as superintendent of the New York division of the Philadelphia & Reading.

James M. Herbert has been appointed division superintendent of the Missouri Pacific at Osawatomie, Kans.

S. T. Shankland has resigned as division superintendent of the Missouri Pacific at Osawatomie, Kans.

E. G. Russell has been appointed general manager of the Rutland Railroad. Headquarters at Rutland, Vt.

J. L. Kibbe has been appointed assistant trainmaster of the Ohio Southern. Headquarters at Jackson, Ohio.

Percy Gifkins has been appointed general manager of the Dominion Atlantic. Headquarters at Kentville, N. S.

C. S. Cunningham has been promoted

superintendent of terminals of the Grand Trunk at Port Huron and Sarnia.

X. H. Cornell has been appointed trainmaster of the twenty-fifth district of the Grand Trunk, at Durand, Mich.

George T. Jarvis has been appointed general manager of the Wisconsin Central. Headquarters at Milwaukee, Wis.

H. A. Ford has been appointed superintendent of the fifth division of the Plant System with headquarters at Gainesville, Ga.

W. G. Besler has been appointed general superintendent of the Philadelphia & Reading. Headquarters at Reading, Pa.

W. I. Allen has been appointed general manager of the Cincinnati Richmond & Muncie. Headquarters at Richmond, Ind.

F. W. Egan has been appointed superintendent of the middle division of the Grand Trunk. Headquarters at Toronto, Ont.

John C. Soley has been appointed general manager of the Birmingham & Atlantic. Headquarters at Birmingham, Ala.

H. V. Harris has been appointed general manager of the Midland Railway of Nova Scotia. Headquarters at Windsor, N. S.

D. F. Maroney has been appointed general superintendent of the Pittsburg division and branches of the Baltimore & Ohio.

W. H. Wright has been appointed superintendent of the first division of the Plant System with headquarters at Savannah, Ga.

J. J. Purdon has been appointed superintendent of the sixth division of the Plant System with headquarters at Stanford, Fla.

M. M. Richey has been appointed superintendent of terminals of the Central of New Jersey. Headquarters at Jersey City, N. J.

H. L. Hungerford has been appointed trainmaster of the Mobile division of the Mobile & Ohio. Headquarters at Meridian, Miss.

D. F. Kirkland has been appointed superintendent of the third division of the Plant System with headquarters at Thomsville, Ga.

C. W. Taylor has been appointed superintendent of the Washington and Columbia River. Headquarters at Hunt Junction, Wash.

John B. Newton has been appointed general manager of the Atlanta Knoxville and Northern. Headquarters at Marietta, Ga.

George W. Haynes has been appointed superintendent of the second division of the Plant System with headquarters at Waycross, Ga.

George C. Jones has been appointed superintendent of the eastern division of the Grand Trunk. Headquarters at Montreal, Que.

A. S. Begg has been appointed assistant superintendent of the middle division of the Grand Trunk. Headquarters at London, Ont.

William Gibson has been appointed general superintendent of transportation of the Baltimore & Ohio. Headquarters at Baltimore, Md.

S. S. Fitzsimmons has been appointed superintendent of the fourth division of the Plant System with headquarters at Montgomery, Ala.

J. C. Jaskey has been appointed terminal superintendent of the Inter-oceanic Railway of Mexico. Headquarters at Vera Cruz, Mexico.

Gen. R. H. G. Minty has been elected

vice-president and secretary of the American-Mexican Pacific Railway. Headquarters at Tucson, Ariz.

W. A. Garrett has been appointed superintendent of the New York Division of the Philadelphia & Reading. Headquarters at Philadelphia, Pa.

H. R. Sanborn has been appointed superintendent of the Western Iowa division of the Chicago & Northwestern. Headquarters at Lake City, Iowa.

John J. McCann has been appointed trainmaster of the Scranton division of the Delaware Lackawanna & Western. Headquarters at Scranton, Pa.

E. M. Rine has been appointed acting superintendent of the Scranton division of the Delaware Lackawanna & Western. Headquarters at Scranton, Pa.

L. J. Forepaugh has been appointed assistant superintendent of the Northern division of the Great Northern. Headquarters at Grand Forks, N. D.

W. T. Tyler has been appointed trainmaster of the Arkansas division of the St. Louis Iron Mountain & Southern. Headquarters at Little Rock, Ark.

William S. Jones has been appointed general superintendent for the Rutland Railroad of the Ogdensburg & Lake Champlain Railway Company. Headquarters at Rutland Vermont.

B. L. Winchell, vice-president and traffic manager of the Colorado & Southern, has been elected president of the Kansas City Fort Scott & Memphis, vice Edward S. Washburn, deceased.





When you change your place of residence or do not receive **THE CONDUCTOR** regularly, drop the editor a card giving your *name, Division number and address.*



The case of William Close, who was accused of forging mileage books of the Boston & Maine Railroad, and who pleaded guilty to the offense, terminated in a sentence which imposed six years in the house of correction.



Brother H. H. McChesney of Division 85 and residing at 3032 S. Park, Chicago, Ill., is very anxious to learn of the whereabouts of his brother Frank, a member of the Trainmen, who left home on Sept. 2, to look for work in the vicinity of Ft. Worth, Texas.



Brother W. Bernard, a member of Division 56, Albany, N. Y., has been appointed to the position of general yardmaster for the Boston & Maine at Williamstown, Mass. The **CONDUCTOR** extends congratulations and wishes Brother Bernard success.



We are glad to correct an error arising out of the misfortune that befell Brother E. C. Miller of Division 392, who fell beneath his caboose while getting on his train, which resulted in the loss of a foot, and not the loss of life as reported in September obituary.



The secretary of Division 180, desires the addresses of Brother J. W. Byrd and G. W. Parrott, both members of that Division. Will any Brother knowing the addresses of either kindly communicate the same to Brother R. L. Harris at 16½ Marietta St., Atlanta, Ga.



The Railway Age produces an illustration of one of the exhibits of the McConway & Torley couplers on European cars at the Paris Exposition. It shows the ends of two English freight cars, or wagons, with vertical plane couplers at either side where the buffers on European cars usually are. The contrast to Amer-

ican cars equipped with but one of these couplers for their heaviest equipment, would lead the mind of the average man to infer that the strain upon the English wagon and the capacity is twice that of American cars.



In a forcible article in the October Forum, the Rev. C. W. Currier advocates immediate Cuban independence. He analyzes the joint resolutions passed in congress before the war, and shows that failure of the United States to fulfill the intentions then and there declared would be perfidy of the rankest sort.



Sneak thieves entered the home of our late Brother, William Tedford, at Sedalia, Mo., and carried off a number of valuable papers, clearance from the Missouri Pacific, letters from the M. K. & T. and a 1900 Division card, numbered 1640. We trust that some of these may lead to the apprehension of the criminal.



Minister Wu Ting Fang will present in the October Century "A Plea for Fair Treatment" in behalf of his fellow-countrymen. This is one of half a dozen articles in the same magazine in which the Chinese question will be treated, directly or indirectly. Bishop Potter writes on "Chinese Traits and Western Blunders"—the first of a series of travel sketches and studies.



The appointment of Brother M. H. Wright to the position of superintendent of Plant System comes as a complete surprise to us, and carries with it a feeling of more than gratification. Brother Wright's friends are legion and he carries with him to his new station the respect and best wishes of all. His appointment means a new regime on the Plant System and the **CONDUCTOR** joins with the members everywhere in wishing him unlimited success.



The decision rendered by the arbitrator chosen to settle the differences between the machinists of the Canadian Pacific and that management has rendered his

decision as follows: "Men from Fort William to Laggin to receive an increase of 2 cents an hour; men from Laggin to Kamloops, both points inclusive, west of Kootnay to receive one cent increase; men from Kamloops to Vancouver to receive 2 cents advance."

The Pan-American exposition of Buffalo, which opens May 1, and continues until November 1, 1901, will probably be the nearest approach to the magnificent productions seen at the Chicago exposition since the White City ceased to exist. It would be impossible at this time to give an adequate idea of the magnitude of this exposition as every effort has been made to make it eclipse anything of the kind ever held in that city.

We have the pleasure to acknowledge receipt of an invitation issued by the B. of L. E. and O. R. C. of Des Moines, in honor of the Grand Lodge and Ladies Auxiliary Brotherhood of Locomotive Firemen held September 13, 1900. Each number on program was prefaced by some phrase of ridiculous nature which added to the pleasure of the occasion, while nearly all were dedicated to persons prominently connected with the several railway organizations.

The Cambridge Encyclopedia and Gentlemen's Magazine is a magazine replete with carefully digested information on subjects relating to or having connection with the issues of the day. It is not confined to an alphabetical arrangement of topics as the name "encyclopedia" might suggest, but launches at once upon topics that are of present interest, thereby compiling for the subscriber a most valuable up-to-date encyclopedia of subjects that have been carefully digested.

It is published monthly at 25 cents a number or \$2.50 a year; Cambridge Encyclopedia Co., 62 Read St., N. Y.

The Burlington has in its employ an express messenger who has probably given the subject of defense of property entrusted to his care, careful thought, and undoubtedly placed such confidence in the ultimate success of his plans as to warrant a trial at least. Charles Baxter was messenger on the train that was held up at Council Bluffs on the 3d inst. He was commanded to open his door but refused. Dynamite was used effectively which made an entrance for the robbers, but during the excitement Baxter made his escape on the opposite side of the train then, by a flank movement, got a "pot-shot" at one of the men killing him instantly. The other man fled, narrowly

escaping the same fate that befell his pal. A few more plans thus carefully mapped out may be the means of discouraging these frequent hold-ups.

The constitutionality of the Michigan law providing for a state court of mediation and arbitration was sustained by the Supreme Court. This law has been on the statute book for years without anyone being appointed to the office of arbitrator.

Governor Pingree was the first to give the law effect, and, strangely enough, he was the first to complain of its operation. The difficulties between the firm of Pingree & Smith, shoe manufacturers, and their employes, was submitted to this court. The decision of the court was unsatisfactory to the firm and a rehearing of the case was granted. The employes applied to the Supreme Court for a writ of mandamus to prohibit the court from granting a rehearing.

In granting this writ the court holds, that having once adjudicated a given case the power of the court is exhausted, and that it cannot grant a rehearing, as may courts of law. Upon the question of the validity of the law the court is of the opinion that the constitutional provision providing for the establishment of the court of conciliation gave the legislature authority to enact the law.

The recent storm at Galveston, Texas, will rank among the worst and most appalling calamities of the age. Newspapers have recited at great length something of the scenes and effects of this storm. The Grand Chief Conductor made inquiry as to the safety of our members from the Secretaries of the Divisions of our Order in that neighborhood and has received replies thereto. All those who were in Galveston during the storm agree in the statement that it is impossible for pen to describe the scenes or the horror of the hours during which the storm prevailed or of the succeeding days. One member says: "This is one case in a century where the newspapers were unable to exaggerate." Brother J. W. Taylor, of Division 18, lost his wife and Brother Peter Sugar of Division 7, lost his home, his mother, his wife and two children. Several of our members had experiences which were simply awful and escapes which were seemingly miraculous. Our whole membership deeply and heartily sympathizes with those who suffered loss. Taking into consideration the extent of the calamity and the number of our members who were exposed to the dangers, it is fortunate that no more of them or of their loved ones were lost.



The fiftieth report of the directors of the Illinois Central Railroad Company to the stockholders for the year ended June 30, 1900, show an increase in mileage of 317 miles or a total of 3,995 miles in operation, or including sidings and yard tracks, 5,453 miles. The average number of miles above that in operation in 1899 is an increase of 4 per cent. A comparison of the income accounts of the last two years are herewith shown, including taxes with rentals and interest in fixed charges rather than in operating expenses.

	1900.	1899.
Gross earnings.....	\$32,611,967	\$28,114,690
Operating expenses.....	21,377,615	18,203,282
Net earnings.....	11,234,352	9,911,408
Other income.....	2,441,810	2,581,078
Total net income.....	13,676,162	12,492,486
Fixed charges.....	7,918,888	8,160,984
Net divisible income.....	5,757,274	4,331,502
Dividends.....	3,300,000	2,812,500
Balance.....	2,457,274	1,519,002
Special appropriations.....	2,416,674	1,475,040
Surplus.....	40,000	\$3,882

The gross earnings are the largest in the history of the road and show an increase for the past year of 16 per cent. Of the total receipts 68 per cent came from freight. The increase in the freight department over 1899 was nearly 16 per cent, and in the passenger department, exclusive of mail and express, about 14 per cent. While taxes show an increase they are offset by a saving of \$250,000 in rentals and \$125,000 in interest. The comparative statement of traffic shows that the ton mileage increased 625,853,000 or about 22 per cent, while the train mileage increased 2,075,000 or 16 per cent. The number of persons carried one mile shows an increase over 1899 of 14 per cent. An advance in passenger train-mile revenue from 2.14 to 2.21 cents, and in passenger train-mile receipts from 78 cents to 80 cents.

Just as we go to press we receive reports of the union meeting held at Toledo, Ohio, on Sunday, October 7. This was a union meeting in all that the word implies, and was participated in by the membership of the several Brotherhoods. A splendid audience filled Memorial hall to overflowing, all the standing room being filled.

Brother E. W. Purrett of our Order was chairman of the meeting and he delivered a very neat address on assuming the chair. Brother Purrett was followed by Mayor Jones of Toledo, in an appropriate address of welcome. The welcome was followed by addresses from Rev. A. M. Hyde, Grand Chief P. M. Arthur, Father O'Brien, Grand Master F. P. Sargent, Grand Chief E. E. Clark and R. S. Kayler, Commissioner of Railroads for Ohio.

The exercises were opened with prayer, were liberally interspersed with vocal and instrumental music, the vocal selections being presented by the Uterpian Glee Club of Columbus which is largely composed of wives and daughters of railway men, and closed with a benediction.

The audience was enthusiastic and seemed greatly interested. The meeting was a success in every way. The arrangements were perfect. Railways centering at Toledo furnished liberal special train service to and from the meeting. One very neat idea was the presentation of a handsome bouquet of cut flowers to each of the speakers, the presentations being made by charming little girls.

In the evening a meeting of the membership of the Brotherhoods was held which was one of the best attended meetings of its kind that has ever been held. Great interest was manifested in the matters which were discussed as having a bearing on the future welfare of the organizations and the railway employees.

The meeting, all around, was one of the best ever held.

The American Federation of Labor in a circular notice corrects the date of its Twentieth Annual Convention which opens in Louisville, Ky., on Thursday, December 6, 1900, at 10 o'clock, a. m.

The following Division cards have been lost or stolen. If presented take up and send to the Grand Secretary.

CARD NO.	NAME	DIV. NO.
4216.....	P. L. Apgar.....	1
9141.....	J. E. Stevens.....	40
4581.....	W. T. Williams.....	46
1596.....	W. E. Weight.....	46
9914.....	E. L. Campbell.....	55
1640.....	William Tedford.....	60
7818.....	E. A. Sloane.....	61
10613.....	I. E. Grier.....	83
556.....	W. C. Fitzpatrick.....	100
3155.....	A. Cunningham.....	108
9363.....	W. P. Nolen.....	116
9637.....	E. L. Workman.....	151
10282.....	W. G. Smith.....	178
6359.....	A. P. Wilson.....	246
1092.....	O. T. Decker.....	251
4857.....	G. A. Reece.....	261
4036.....	R. T. Hinton.....	303
8214.....	C. L. Heth.....	303
2491.....	Charles P. Parish.....	378
7460.....	John Wilson.....	382

Cards 10415 and 10416 issued to Brothers W. D. Parmalee and J. T. English, of Division 63, have been taken up and returned to us.

As a further evidence of the disaster-inviting system of operating its trains, the Reading scores several more wrecks since that which occurred at Hatfield, on

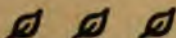
September 2, and in each loss of life prevailed. It would be nonsense to presume that the employes of the Reading invite these disasters upon themselves or are less tenacious of life than the employes of any other company, yet there is a cause for these wrecks and common sense teaches us that someone is to blame whose rank is above that of the poor employe who gives up his life in the discharge of duty.

Recent developments have brought out the fact that the grand jury in the Montgomery county court have refused to accept the verdict of the coroner's jury in the Hatfield disaster which indicted the conductor and engineer of the special, and the agent at Souderton, together with W. S. Groves, the dispatcher. Of the four men censured, the grand jury indicts but one—W. S. Groves, the dispatcher who was working the trick at the time of the wreck. The second step thus taken by the grand jury acquits three innocent men. Now, if still another jury could deliberate upon the matter, who were capable of understanding Mr. Groves's position while trying to move trains under a faulty set of rules which in themselves provided no safety to the traveling public nor the lives of its servants, that jury would probably place the blame where it belongs. Mr. Groves

was as much a servant as was the operator at Souderton or the conductor and engineer who were obeying his orders. The same rules that governed them governed him and he was held to the same accountability for their enforcement. He had no right to assume any authority not provided by these rules, yet their enforcement brands him as a criminal through the decision of a jury, whose power of discernment is lacking in those matters which enable them to see the real source from which these disasters arise. We make no personal attack upon the management of the Reading but we most heartily condemn any policy which prevents men from combining to secure a change of conditions that will secure better service, protection to life and limb and a liberal consideration of those appeals that justice demands should be heard.



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BADGES AND SUPPLIES FOR  
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AND SAVE MONEY.  
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Postoffice..... State.....

FROM

Postoffice..... State.....

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# OBITUARY

**CULVER**—Brother S. B. Culver, Division 45, Oneonta, N. Y.

**COPLEY**—Mother of Brother L. W. Copley, Division 45, Oneonta, N. Y.

**CASKEY**—Brother E. C. Caskey, Division 223, Martinsburg, W. Va.

**DITMAN**—Brother Henry Ditman, Division 201, McKees Rocks, Pa.

**ENGLISH**—Brother N. E. English, Division 76, San Antonio, Tex.

**FLORIN**—Brother H. Florin, Division 2, Buffalo, N. Y.

**FLANNIGAN**—Daughter of Brother Charles Flannigan, Division 45, Oneonta, N. Y.

**GOLDTHWAIT**—Niece of Brother H. A. Hussey, Division 1, Chicago, Ill.

**HARVEY**—Wife of Brother S. E. Harvey, Division 227, Lincoln, Neb.

**KELLER**—Brother E. C. Keller, Division 354, Hagarstown, Md.

**KNAPP**—Wife of Brother H. D. Knapp, Division 26, Toledo, Ohio.

**MARTIN**—Brother R. L. Martin, Division 223, Martinsburg, W. Va.

**MAYFIELD**—Brother W. S. Mayfield, Division 138, Garrett, Ind.

**MOSIER**—Brother W. H. Mosier, Division 225, Hornellsville, N. Y.

**RALLEY**—Brother Joseph Ralley, Division 160, Wilkesbarre, Pa.

**STEVENSON**—Brother J. Stevenson, Division 114, Pittsburg, Pa.

**SOUTH**—Brother H. E. South, Division 299, Lima, Ohio.

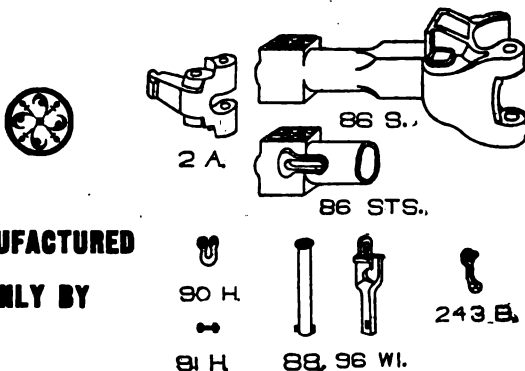
**UTTER**—Brother J. N. Utter, Division 5, Baltimore, Md.

**WILDEY**—Brother T. W. Wildey, Division 54, New York, N. Y.



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The **ORIGINAL** and **LEADING** M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.



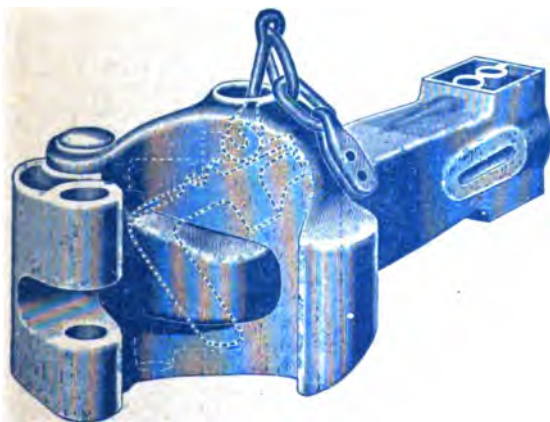
LIST OF DETAILS

No.	Name	Material
8A	Shackle	Steel
86	Coupler Casting	Steel
86 STS.	"	Steel
88	Shackle Pin	Steel
90H	Shackle Pin	Steel
91H	Shackle Pin	Steel
96	Shackle Pin	Steel
243B	Shackle Pin	Steel

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NOVEMBER, 1900.



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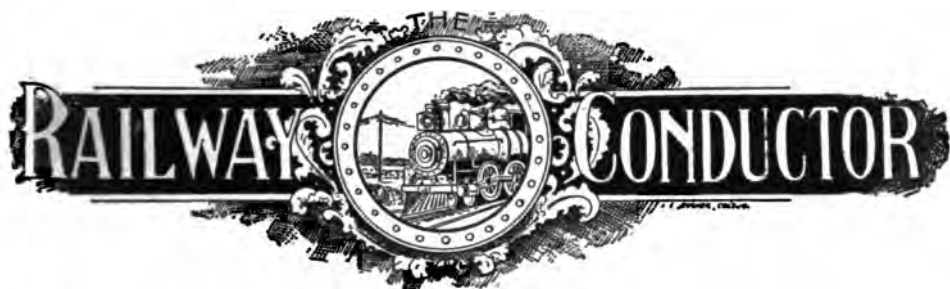
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VOL. XVII.

CEDAR RAPIDS, IOWA, NOVEMBER, 1900.

No. 11.

## EXPANSION OF RAILWAY SYSTEMS.

BY E. E. C.

When the late "Charlie" Crocker, of Central Pacific Railroad fame, was crossing the plains in the forties by ox team over the old emigrant trail from Council Bluffs to San Francisco, he frequently predicted that, within a comparatively few years, a steam railroad would be running across the continent, following substantially the same course traveled by them. His prediction was considered so absurd by his associates that he was nicknamed "Crazy Crocker." Mr. Crocker had the satisfaction of not only seeing his prediction come true, but of being one of the leading spirits in the construction of the first transcontinental railroad.

The history of the growth of the railroads of North America reads almost like an Arabian Nights tale. Within the recollection of men who are still in the prime of life, the railroads of the United States consisted of a goodly number of roads, the longest of which would now be considered a very small railroad. Some of these have expanded into magnificent and far reaching systems through having persistently extended their own lines year after year, thus gradually developing the territory penetrated by them. Others of them have been swallowed up by systems which have reached immense proportions through the process of consolidating and absorbing the smaller roads.

The idea of creating and operating very large systems of railway may be said to have originated in the west. The Galena & Chicago Union Railroad Company was

incorporated in 1836 and it has grown into the present splendid Chicago & North-Western System with 8,000 miles of main track. The Atchison, Topeka & Santa Fe, a few years ago, was a comparatively small system, while today it owns and operates a system of railway extending from Chicago to Galveston on the Gulf, to Denver in the heart of the Rocky Mountains, to El Paso on the Mexican border and to Los Angeles, San Diego and San Francisco on the Pacific Coast. What has been done by the systems mentioned has, in substance, been accomplished by other systems, such as the Chicago, Rock Island & Pacific, the Illinois Central, the Chicago, Milwaukee & St. Paul and the Burlington.

Since Mr. Crocker's dream was realized and the first transcontinental line was completed, five other distinct and separate lines have been built to the Pacific Coast, namely—the Canadian Pacific, the Great Northern, the Northern Pacific, the Santa Fe and the Southern Pacific. With the extension of the roads and the building up of the large systems has come a corresponding increase in the amount of business and the building of railroads in unsettled and comparatively unexplored portions of our domain has done more to develop the resources of the country than all other agencies put together. As these lines have been extended over the seemingly boundless prairies, the pioneer farmer has followed closely their advance. Little stores and frontier post-offices have been established. Others,

looking for an opportunity to settle in a new country have come in and, gradually, little settlements have grown around the grain warehouses and the water tanks. Those little settlements have expanded into thrifty towns, and if we were to ride today over one of these lines through a section which we were familiar with a few years ago, but from which we have been continuously absent since that time, we would find great difficulty in recognizing either the country or the towns.

As these lines have burrowed their way through the mountain fastnesses, they have brought into close connection with the rest of the world the vast deposits of mineral wealth with which that region abounds. Mining camps have sprung up, and today thousands of mills and smelters are running full blast, day and night, wresting the hidden values from the granite of the hills, which but for the railroads would never have been erected.

As the mining camps have prospered, the valleys of the mountain region, large and small, have been brought into a high state of cultivation by irrigation, and those who have chosen this life have found rich returns from the excellent prices realized for their products.

As these iron highways have pressed on, ever on, across the Great American Desert, they have developed many industries, made it possible to utilize hundreds of square miles of excellent grazing land, and have connected the factories of New England, the coal and iron fields of the middle states, the grain growing prairies of the middle west, the magnificent inter-mountain country and the golden fruit bearing region of the Pacific slope. Above all this they have brought the business men of New York and of San Francisco within four days' travel of each other and have done more than all other physical agencies combined to unite the people of our land into one grand family, each intensely interested in the affairs and the welfare of the others, and all in the closest touch. We sit down to our morning paper and read the news from all parts of the continent. "Ah! but," someone says, "that is furnished us by telegraph, not by rail." True! But, if the railroads had not been built

would the telegraph lines have made the venture? It is safe to answer, no.

The good liver in Chicago eats fruit from California, oat meal from Iowa, and a steak from Texas for his breakfast; his luncheon may come from any one of a half dozen states; for dinner he has oysters from Chesapeake Bay, terrapin from New England's coves, red snapper from the Gulf of Mexico, green peas from Tennessee, and strawberries from Florida; all while the lake which his club room windows overlook is still in the grasp of the Ice King. Railroads and the modern science of transportation by rail make these things possible. The same agencies also make these things possible within reasonable cost, and those who live more modestly are enabled to enjoy comforts, which, but for the speed and cheapness of transportation by rail, would be luxuries beyond their reach.

Everything in the railroad world is done on a much larger scale now than was the case a few years since. Then a freight car was built to carry a maximum load of 20,000 pounds. Locomotive engines were of a corresponding size. Today the freight car that has not a capacity of at least 60,000 pounds is considered rather out of date, and cars for handling heavy freights such as ore and coal are constructed with a capacity of 100,000 pounds. The size of the locomotives and the weight of the rail in the track has been correspondingly increased. When the large capacity cars began to come into use, a switchman on the Union Pacific road chanced to see one of the old and small Union Pacific cars between two of the large and modern type, and he wrote on the side of the car with chalk—"Oh little box car, don't you cry; you'll be a freight house by and by." Another employe seeing one of the modern coal cars, with its unusually high sides, wrote on it, "Shop! No roof."

The purpose of increasing the size and capacity of cars and locomotives is, of course to permit of hauling more tonnage in one train and thus decrease the cost per ton for the movement.

The size and commodiousness of our passenger cars has been greatly increased, while the luxuriousness of the modern train is limited only by the inventive abilities of the builders.

In view of the enlargement and expansion, which is so apparent on every hand, it seems paradoxical, if not a step backward, to see in the press dispatches a rumor that a certain large railway system is about to retire from its passenger train service all employes who weigh more than 180 pounds. Why contract in this particular and expand in all others?

With all the extension and expansion on the part of the railways there has been a steady improvement in the physical condition of the properties and a steadily increasing disposition to make all betterments as permanent in their nature as possible has been exercised.

must live from hand to mouth and expend money only when forced to it by crying or positive necessity.

The amalgamation of large interests in the railway world has, naturally, largely reduced the number of men employed in official and clerical positions, and as agents of various kinds. In this regard the combinations may be said to be against the interests of the people. Those things, however, adjust themselves in the natural course of business. Some individuals suffer; but that is true of every day life in every channel. The writer was employed on the Central Pacific Railroad when the Southern Pacific was being



WINDSOR CASTLE, ENGLAND.

The extension and expansion of the large systems of railway has been accompanied with a corresponding improvement in the service rendered to the public. Whenever a small and poor railroad has become a part of a large system, the people dependent upon that road for transportation facilities have been greatly benefited by the increased and improved train service furnished. The large and prosperous system can afford to lay out some money in improvements and wait for the returns which will surely come; while the small, impoverished company

constructed and many of the employes of the Central Pacific felt that as soon as the new line was completed, the bulk of the business would be diverted to it and we would be obliged to seek employment elsewhere simply for want of business. The Central Pacific did more business after the Southern Pacific was built than it ever did before that time; and, although other transcontinental lines have since been built, the volume of business over the pioneer line has not diminished; on the contrary, it has largely increased.

Railroads have been constructed



through country which did not seem, on sight, to promise to ever furnish business enough to justify building the road. But the business has, in almost every instance, come and has developed almost as if by magic.

The railroads with terminals in such centers of dense population as Boston, Philadelphia, Chicago, etc., have steadily increased the number of cars on their local passenger trains, and have followed that with a steady increase in the number of such trains run; but the demand for accommodations has correspondingly increased and thus the demand has grown so great as to require the erection of new terminal stations of such magnificence and of such dimensions as were never dreamed of a generation ago. And all this despite the inroads which suburban electric lines have made in the suburban business.

The consolidation of railroads into immense systems has been taken up by the owners of railroad properties in the east. Systems which were themselves formed by consolidating small roads a few years ago are now being absorbed by larger systems and the air is full of rumors of still more and greater consolidations. We see many expressions in the public press indicating alarm at the idea of such immense holdings being controlled by so few men. The Interstate Commerce Commission, in its recent report, hinted at dangers lurking behind and within such centralization of power.

It may seem like a broad statement, but it is probably a safe one to make, that the railroads form the most stupendous and important industry within the United States. The capitalization of the railways of the United States is eleven billions of dollars. Those railways employ more than 875,000 men, and, for the fiscal year ending June 30, 1898, they paid to their employes as compensation for services more than four hundred and ninety-five millions of dollars.

There is an indescribable fascination about the railroad business for nearly all who have once embarked in it. It demands a degree of close application and forgetfulness of self interest which is not demanded or accorded elsewhere. In no other industry are minutes counted so

valuable. In no other employment is it possible for a slight mistake or a forgetful moment to have as far-reaching and as disastrous effects. The whole railroad life is busy and its motto might well be, "Get There."

Railroad owners have encouraged ambition among their employes by promotions from the ranks and by paying handsome salaries for the higher positions in the service. Some of our prominent railway presidents enjoy a salary as large as, and, in some instances, larger than that paid to the president of the United States. And to the credit of our institutions be it said that nearly all of the prominent and successful railway managers of this day have risen to their present positions from the humble ranks of the messenger boys, the brakemen, the firemen, the clerks, the rodmen and the trackmen. No enterprise or industry can boast so many self-made men. And to the fact that they so well know the business they direct and so well know how to treat and deal with large numbers of employes without friction, while at the same time awakening, encouraging and securing the loyalty of those employes, is attributable the remarkable degree of success which is attained.

Stories of personal devotion to duty on the part of railway employes could be related almost ad infinitum. The facing of almost certain death calmly in the performance of duty, the dragging of mangled limbs over rough ground that following trains may be warned of danger are daily incidents in the lives of railway train and engine men. They are so frequent as to attract no notice from the busy public. Peace hath her heroes as numerous as those of war.

As has been suggested, notes of warning have been sounded, calling attention to the dangers that might, and probably would, develop in such immense combinations as seem to be in the course of formation in the railroad world. If the people generally feel alarm, or if, later, it shall be found that there was cause for alarm, they can console themselves with the thought that adverse legislation and anti-railroad agitation have, in fact, forced the consolidations. The producers of, or the dealers in, any other commodity com-

bine as they choose and thus increase the price of their commodity or product; but the owners and managers of railroads are not permitted to even agree that they will maintain the present rates for transportation. And if, in order to protect

their revenues and rates and do so within the limits of the law as applied, they find it necessary to place their holdings in a few hands, the operation and application of the law which forced them to that may be thanked for the result.



## CONDITION OF RAILWAY LABOR IN EUROPE.

BY WALTER E. WEYL, PH. D.

[In Bulletin of the Department of Labor.]

### WAGES.

At present the official reports do not furnish statistics of wages, and the wage scales of the companies merely give maximum and minimum wages and the general conditions of promotion and advance of salary. There is now being carried on, however, an extended investigation into the wages and general conditions of employment on Swiss railways. This inquiry, which has been sanctioned by the Federal Government and intrusted to the association of Swiss railway labor unions has been in progress for over half a year, and the results will probably be published within a year.

### ORGANIZATIONS OF EMPLOYEES AND STRIKES.

One of the oldest and most important Swiss railway labor organizations is the Union of Swiss Train Employees (*Schweizerischer Zugspersonal Verein*). This organization was formed as early as 1885 for the purpose of aiding employes in case of sickness, accidents, or litigation, and for granting pensions. Admission into the union is voluntary. A train employe may be admitted, however, only during the first five years of his regular service, and only on the condition that he is not above 35 years of age. A former employe may retain his member-



HEIDELBERG CASTLE, GERMANY.

ship even after he has left the railway service, but members who act in opposition to the interests of the union or of the train staff may be expelled and lose all right to the benefits of the society.

The entrance fee is 5 francs (\$0.97) for all members, and the dues amount to 2 francs (\$0.39) per month. In case of the sickness of a member the union pays 1 franc (\$0.19) a day after the fortieth day of sickness, but no greater sum than 100 francs (\$19.30) is paid a member for sickness within one year. On the death of a member the union pays to his widow, orphan, parents, or brothers and sisters the sum of 200 francs, (\$38.60) if he had been a member for one year, 300 francs (\$57.90) if he had been a member for two years, and so on, increasing 100 francs (\$19.30) for each additional year of membership until the maximum payment of 1,000 francs (\$193) is reached.

Another important organization is the Union of Swiss Railway and Steamboat Employes (Verein schweizerischer Eisenbahn und Dampfschiff-Angestellter). This is not so close to an organization as the Union of Train Employes. Anyone employed in any capacity on the Swiss railways may become an active member on paying 1 franc (\$0.19) initiation fee, and an active member has the right to vote upon all matters. The union consists of a number of branch organizations, each of which must have at least 20 members who make their own rules in so far as they do not conflict with the general rules of the organization. Each branch organization elects a member to the meeting of representatives, which takes place once a year, but may be summoned oftener. The principal powers of the union are vested in the body of representatives, who have the privilege of revising the constitution of the union. The union may be dissolved by a vote of two-thirds of all its members.

On January 1, 1895, there was formed a confederation of the existing railway labor unions, called the Verband des Personals schweizerischer Transportanstalten. The purpose of this association was to unite the existing organizations and to obtain from them uniform action. The principal of a loose organization was chosen, and the autonomy of the in-

dividual unions was preserved as far as possible. All unions were permitted to join, and on six months' notice to leave the association, and each union preserved its control over its constitution and inner management. To the assembly of representatives of the Association, each union sent one representative for each 100 of its members. The association committee, on the other hand, consisted of one member from each union, with an extra member from the Union of Swiss Railway and Steamboat Employes. The assembly of representatives convenes once a year, the association committee once a quarter. The management of the organization is divided among the members of the committee. The costs of administration are met by a contribution from each of the associated unions, amounting quarterly to 5 centimes (1 cent) per member.

The announcements of the committee are made in the Swiss Railway Journal (Schweizerische Eisenbahn Zeitung). This journal, which is now in its thirteenth year, also represents the Union of Swiss Railway and Steamboat Employes, but is the official organ of the association. (a) It is obligatory upon all members to obtain the journal, which appears once a week.

The immediate effect of this confederation of railway labor unions was a considerable increase in power. The employes of the Swiss Central were the first to take advantage of this. Conditions upon this road were more unfavorable than in other parts of Switzerland. Daily wages frequently ranked below 3 francs (\$0.58) per actual day of work. The company granted the free days contemplated by the law, but they did not pay for these days, and the advantage of the employes was rendered illusory. The Central employes at Basel appealed to the association, and this body, after refusing certain small concessions of the Central, finally obtained a general increase of wages (up to 16 per cent), not only in Basel, but on the whole line. A similar victory was won in Basel for the workmen of the United Swiss Railways.

(a) Besides the unions above mentioned, the association includes the Locomotive Engineers' Union, the Firemen's Union and the Car Examiners' Union.

The association then determined to make general demands, and in the autumn of 1895 the employes of the large companies one after another joined in demanding through the association an improvement in the conditions of service. The chief improvements asked for were an increase in wages, a fixed wage scale, and fixed regulations defining the rights and duties of employes. The increase in wages, however, was the chief consideration. On the United Swiss Railways 10 per cent of all employes received no more than 960 francs (\$185.28), and 80 per cent 2,000 francs (\$386) or less per year. The

erable concessions on the part of the companies.

The Northeastern Railway strike in 1897 showed the power of the association still more clearly. It arose from the conditions resulting from the movement of 1895-96, the Northeastern not having fulfilled the promised reforms. Numerous petitions and complaints were presented and an attempt was made to obtain a conference between a representative of the association and the company. This was refused, however, and the complaints of the men were referred to a committee. The resulting strike, which began in



THE CAMPANILE. VENICE. ITALY.

men demanded an increase of 25 per cent for all salaries under 2,000 francs (\$386) per year, of 20 per cent for all salaries from 2,001 to 2,500 francs (\$386.19 to \$482.50), of 15 per cent for all salaries from 2,501 to 3,000 francs (\$482.69 to \$579), and of 10 per cent for all salaries from 3,001 to 3,600 francs (\$579.19 to \$694.80). The struggle which resulted from the refusal of the companies was finally terminated on February 29 and March 1, 1896, in a conference at which the men and the companies were represented and which was presided over by the chief of the Swiss railway department. The result was a series of consid-

March, was of short duration and culminated in a complete victory for the men.

#### LIABILITY FOR ACCIDENTS.

The liability of a railway company for accidents, either to passengers or employes, is fixed by the Federal law of July 1, 1875. This law provides that in the construction of a railway the company is responsible for deaths and injuries. The company is responsible for injuries or deaths occurring during the operation of the lines in so far as they are not due to a higher power or to the carelessness of the injured or killed. This responsibility

is extended to its own employes. In case of death the heirs of the employe are permitted to claim the cost of the attempted cure and of the burial, and also the loss of income, not only of the employe himself, but of his dependents, due to his sickness. In the case of an injury the amount to be received must be sufficient to cover expenses of cure and loss of income involved. The award for future inability to work may be made either in a lump sum or in an annual pension, according to the judgment of the court. The court passes upon the validity of the claim for damages and the truth of the statements advanced, and determines the amount of the damages to be paid. The right to claim damages may not be surrendered prior to an accident by any special agreement, and cannot be taken away by company regulations or otherwise.

#### PENSION AND RELIEF FUND.

Up to the year 1878 there was no Federal law relating to the subject of pension funds. On December 20 of that year, however, a law was passed which provided for the security of the sick, relief, pension, deposit, and savings funds of railway employes. This law was supplemented on June 28, 1889, by a further measure, and one of considerably more importance.

The law of 1889 provides that the statutes regulating all such funds shall be laid before the Federal council for revision. It further provides that in funds providing relief for old age, disability or death the income shall be sufficient for these purposes without taxing the individual member unreasonably; that no member shall pay more than the probable value of the insurance; that existing members shall in future payments profit by the provisions of the present law, and that in leaving the company each member shall have the restitution of a reasonable share of the contributions he has already made. Estimates and balances are to be submitted to the Federal council, and where that body finds a discrepancy between the amount of insurance and the contributions of the members it may call upon the company to make good what it considers the deficit. Such a balance must be submitted ordinarily

every five years, and extraordinarily at the request of the Federal council, but either the company itself or one-tenth of the insured members may, within thirty days, enter protest against the council's decision. In such cases the council appoints a committee of insurance specialists, to which the company (or the employes) may appoint one member and the Federal court three. The surplus in some of the fund must be held as a reserve fund, and the company must invest it safely and be responsible for losses. The liquidation of such a fund can only take place with the consent and under the supervision of the Federal council.

Even before this law, and as early as December, 1885, the Federal council refused to grant railway charters which did not contain suitable provisions for pension, relief and sick funds. The disadvantage to which this refusal put the newer companies was more apparent than real, as most of the railways had already established funds of this sort, and new funds were being yearly established which could not be dissolved without the consent of the Federal council. Thus by January 1, 1891, after the law of 1889 went into operation, the Central, Gothard, Jura-Simplon, Northeastern, United Swiss, and other minor railways had pension funds, which, including the smaller steamboat companies, had a membership of 9,974. The revenues of these were not derived in great part from the men, the employes contributing 835,000 francs (\$161,155) and the companies 1,823,000 francs (\$351,839), while 544,000 francs (\$104,992) were derived from other sources, including interest on capital. The expenses during the year were 1,217,000 francs (\$234,881), 1,088,000 francs (\$209,984) being devoted to the support of 2,037 members, and the balance at the end of the year amounted to 12,874,000 francs (\$2,484,682). The sick funds, saving funds and relief funds, with an almost equal membership (9,784), were of less importance, the income amounting to 365,000 francs (\$70,445), the expenditure to 256,000 francs (\$49,408), and the balance December 31, 1891, to 922,000 francs (\$177,946). While the members contributed only 45 per cent as much to the pension funds as did the companies, they contributed 281



per cent as much as the companies to the sick, savings and relief funds. By December 31, 1895, the membership of the pension funds had increased to 10,720 and that of the other funds to 12,182, and the surplus of the pension funds had increased to 21,944,078 francs (\$4,235,207.05) and that of the sick, savings and relief funds to 1,160,925 francs (\$224,058.53). The following shows the development and gradual growth of several characteristic pension and sick funds on Swiss railways:

The Gothard Railway pension fund counts a membership of 1,313. In 1896

francs (\$18,197.78) in 1896, as compared with 346,531 francs (\$66,880.48) from the company and 158,942 francs (\$30,675.81) from miscellaneous sources. The expenditures bear but small ratio to the total income, and the surplus in hand has increased steadily from 1,675,888 francs (\$323,446.38), at the end of 1891, to 3,443,951 francs (\$664,682.54) at the end of 1896. Of the total expenditures during 1896 of 91,613 francs (\$17,681.31), 32,710 francs (\$6,313.03) were devoted to living members and 44,847 francs (\$8,655.47) to the families of deceased members.

The sick fund for regular workmen



CARTINO AND MOUNT TOFANA, AUSTRIA.

this company employed 3,002 persons, or 11.28 per kilometer (18.2 per mile). Of these employes 1,456, or 48.5 per cent, were workmen paid by the day. The membership has grown steadily, being on January 1, 1891, 980; 1892, 1,012; 1893, 1,132; 1894, 1,166; 1895, 1,204; 1896, 1,269, and 1897, 1,313. During these years the membership increased 333, or about 34 per cent, while 194 have left without receiving aid, 13 have been injured, 44 have died and 42 have retired on account of old age or disability. The smallest part of the income comes from the members, contribution from this source amounting to 94,289

(Arbeiter) had 2,315 members in 1897, who paid during that year 40,235 francs (\$7,765.36) for entrance fees and contributions, or 17.38 francs (\$3.35) per capita, the total income being 65,039 francs (\$12,552.53). The fund itself paid out 21,696 francs (\$4,187.33) for physicians, medicine and hospitals, or 9.37 francs (\$1.81) per capita, the total expenditure of the fund per capita amounting to 26.75 francs (\$5.16). The total number of days of sickness was 29,090, or 12.6 per member, and the cost for hospitals, medical attendance and drugs averaged only 75 centimes (14.5 cents) per day of sickness.

The Swiss Central Railway maintains a sick fund for its workshop employees, to which some of the men employed in the locomotive and train service (at Olten) are admitted. The membership of this sick fund was 798 in 1897. It paid out 5,813 francs (\$1,121.91) for medical attendance, drugs, hospitals, etc., or 7.28 francs (\$1.41) per member. The number of sick days was 9.9 per member. At the end of the year the balance on hand amounted to 29,501 francs (\$5,693.69).

The Swiss Central Railway, which in 1897 employed 4,520 persons, not including

apprentices, (a) had in that year 2,255 members in its pension fund and a balance of 5,196,548.75 francs (\$1,002,933.91) at the end of the year. The following table of the growth of the fund since 1881 shows, among other things, the increasing contributions to the fund made by the company. In the number of assisted persons the whole family of a deceased member is counted as one person:

(a) Teis was on a line of 411 kilometers (255.4 miles), which makes the density of employment 11 persons per kilometer (17.7 per mile).

STATISTICS OF THE SWISS CENTRAL RAILWAY PENSION FUND, 1881 TO 1897.

YEAR.	Members	Persons assisted	Amount of assistance	Contributions of members	Contributions of company
1881	1,323	315	\$32,176.57	\$19,753.36	\$19,356.74
1882	1,382	326	32,696.90	17,784.37	26,880.27
1883	1,416	349	34,285.68	18,824.26	27,999.28
1884	1,427	376	38,715.80	18,216.50	41,013.27
1885	1,449	398	44,065.73	19,767.83	42,540.48
1886	1,485	413	43,937.43	19,584.29	48,211.98
1887	1,511	431	47,328.81	22,030.76	48,285.90
1888	1,546	451	50,946.79	25,023.80	53,474.32
1889	1,588	471	54,328.92	26,731.27	56,851.62
1890	1,661	493	58,330.20	28,347.65	61,434.81
1891	1,830	514	62,223.20	32,114.81	69,575.54
1892	1,870	537	69,716.62	30,788.90	69,659.68
1893	1,868	558	70,615.81	30,593.01	70,240.61
1894	1,906	566	75,763.31	31,379.48	71,213.14
1895	1,919	578	77,460.36	31,744.64	71,943.65
1896	2,057	591	80,852.14	49,791.68	88,959.10
1897	2,255	602	84,180.04	46,829.71	85,795.26

THE END.



## MARGERET.

BY W. D. A.

Lanterns and torches lit up a scene of activity the entire length of the platform at Welden Junction. Trucks laden with trunks and mail pouches were being pushed and pulled here and there, while great loads of express matter added its bulk to the procession. The mail and express was soon due.

One of the number who carried torches, and whose duty was apparently that of inspector, approached the office window, near which sat the operator busily engaged in transcribing a report from the wire, and said:

"How is 43 tonight?"

"They are 35 minutes late; had to stop at Brookdale and get a doctor for a woman who took sick on the train; woman

dead now; has a child with her; ticket reads Welden Junction; nothing about her to tell who she is; will put her off here; get officer to take charge of body," said the operator, repeating each sentence in brief as he copied it from the wire.

When No. 43 steamed into the station and its throng of passengers had alighted there stood at the steps of the chair car a group of men bearing torches, which lit up a sad scene. The trainmen and others were bearing between them the form of a woman which they tenderly handed down to those below, following which came a little flaxen-haired girl of five years, sobbing pitifully.

"O, my mamma. I want my mamma."

Big-hearted Jack Warren stooped down and picked up the child, who hid her face on his shoulder and wept bitterly. In all his experience as conductor nothing had so touched his heart as the pitiful appeal coming from this heart-broken little orphan whose mother had been suddenly stricken in death without leaving a word which would give a clew to her identity.

Messages were sent to the agent at Glennview, where the woman had purchased her ticket, asking information relative to her identity, but those who had seen her arrive at that station a short time before the express was due could

common charity in bestowing upon the remains every attention until the body had been laid to rest beneath the sod that marked an unknown grave. Many sympathizing hearts went out to the little orphan now, and as many were ready to offer to her a home; but as a realization of her utter loneliness in the world dawned upon her and her want of a home, now since her mother had been taken away, she tore herself away from the women who had been trying to win her childish heart and ran out into the yard where Jack was talking over the situation with some of the boys from the yards. Clasp-



LUCERNE, SWITZERLAND.

offer no clew to her identity. She was apparently a stranger at Glennview, or the old agent whose long service had familiarized him with every chick and child, would have been able to throw some light upon the case.

The body was taken to an undertaking establishment and prepared for burial. Sufficient money was found upon her person to defray burial expenses and secure a burial place outside the paupers' field. Every indication pointed to the fact that she had been a woman of refined tastes, though used to humble living, and Jack Warren and his estimable wife showed a

ing his hand in her's while tears rained into its horny palm, she said:

"I don't want to live wif anybody but my mamma. I want to stay wif you so I can go down there and sit by her," she said, pointing to the cemetery on the hillside just across the creek and back of the house, scarcely half mile away.

"Well, so you shall; and you shall never want so long as Jack Warren has a way of providing it. I wanted to hear you say that you liked me best and now you have a lover who will always love you while I will have someone to come to meet me when I come in from my run, won't

"I" said Jack as he lifted her into his arms and kissed away her tears.

"And we'll go and see mamma lots of times, won't we," she said, smiling for the first time.

"Yes, as often as you wish, Margeret."

Her name was about all that could be determined with any satisfaction. When questioned about her father she simply said her papa was in heaven, "and grandma and grandpa too." They had lived some place in a little house "all growed over wif leaves," and had been accustomed to visit a little mound where the mother often wept and laid a few choice flowers thereon. After all means had been tried to find some living kin Margeret was duly installed as a member of Jack Warren's family, whose coming was all the dearer from the fact that they had no children to brighten their home.

As the days lengthened into months Margeret became more and more at home and at the same time endeared herself in the hearts of Jack and his wife, whom she had learned to call papa and mamma.

"Not my own mamma, you know, but my other mamma," she used to say naively.

She soon learned to recognize the whistle of the express from those of other engines that were almost continuously whistling in the yards or approaching the station, and each bright day found her at the gate eagerly watching for Jack's appearance. One day, however, her watching was not rewarded by the sight of Jack's coming. The express was late, and as the hours crept along into night without any tidings from Jack, Mrs. Warren prevailed upon Margeret to go to bed. A washout had delayed the train and it was near midnight when the familiar whistle of the express sounded the station whistle for Welden Junction. Perhaps anxiety had made Margeret a light sleeper on this night, but

she also heard the whistle, and bounding from her bed came rushing into the sitting room where Mrs. Warren was sitting and cried:

"Papa's coming. I heard the whistle."

Jack's step was soon heard on the threshold and Margeret met him at the door, where she was lifted up and kissed, scolded in Jack's good natured way for being out of bed so late. Contented now she was put into her little bed with a promise from Jack to take her "across the creek" in the morning.

These little trips across the creek to the cemetery were of frequent occurrence, and Jack tried ever to keep fresh in mind the poor mother who had not left even a

name for her who now bore his own. He delighted her with descriptions of engines and often took her with him on his trips, placing her in charge of his engineer, who gave her a seat and permitted her to start the train, which she did by grasping the throttle lever with both hands, giving it little jerks until the big engine began to take steam and move off as under the master hand of old Abe McCloud, its engineer. All these things delighted Margeret and Abe was no less pleased to note how carefully she observed his instructions.



"MARGERET."

She was no less a favorite among the boys in the telegraph office, and the clicking of the relays and sounders had an intense interest for the active mind of little Margeret, who asked dozens of questions about telegraphy. Here it was that she mastered the alphabet and framed the first words that expressed an idea.

The following six years were spent in school, where she developed rapidly in her studies, yet losing none of the interest she had in the engine or the telegraph.

"She's certainly a wizard," Ed O'Connell said one day as she called his atten-

tion to a hold-order which he had taken but which he had neglected to display a red signal for through a rush at the ticket office window.

"I had clearly forgotten it until she said, 'Mr. O'Connell, haven't you a 'hold' for No. 40?' Well, I just leaped for the signal but she had already displayed it and No. 40 was standing at the door. I tell you she hears every word that goes over the wire although she may appear engaged at something else. I almost regret that my promotion to dispatcher has come for it will take me from this office where I have had so many pleasant hours

found her at the door waving old Abe and Jack a good-bye. The creek which emptied into the river just beyond the railroad and which the railroad crossed just below the orchard, formed a little peninsula of about four acres which Jack had purchased for a home site from the railroad company. It had once been the property of an old settler who had evidently taken a great deal of pride in its grounds and shrubbery but after it became railroad property the old manor was fired by tramps and the ground became overrun with a dense undergrowth which spoiled its beauty. Under Jack's



EDINBURGH CASTLE, SCOTLAND.

with her, but I have arranged that so soon as Jack Warren moves into his cottage on the point across the river that I will have the lineman cut in No. 9 wire into her home where she can get the report of all trains and much other information except train orders."

Jack's new home "on the point" was an ideal one, situated directly across the river from the yards and but a stone's throw from the big abutment upon which rested the girders of the wooden bridge which spanned the river. Margeret could now see every train which left or arrived at Welden Junction, and every morning

care and management, however, the place assumed a new look. A handsome cottage added to its appearance while the forester's hand completed the work of once more restoring "Land's End" to something like its former beauty.

Ed O'Connell succeeded in having No. 9 wire cut into the cottage before he left to take up his new duties as dispatcher, but habit often took little Margeret a roundabout course to get a peep in the telegraph office which was now presided over by new faces. She was not cordially received by Nil Brady, the new operator who had taken O'Connell's



place. His face bore a sinister expression that she could not understand, and so repellent in its nature that she turned away from the place she had loved to visit, almost in anguish. She did not again visit the office until a day late in the fall. She was desirous of taking another peep at the office with its many busy sounders all talking a tongue that she could now readily understand, and looking at the mammoth coupon cases in which hung the great long tickets which were good for transportation to all parts of the United States. There had been a great rush of trains that day; train after train laden down with passengers had left the Junction bound for Union City, where there was a carnival in progress, and her inquisitiveness led her steps toward the depot where she knew there had been a busy time during the sale of tickets. Fearful lest she incur one of the looks of displeasure that her presence usually brought from Nil Brady, she tip-toed her way through the waiting room to the door of the ticket office. The place was seemingly deserted and no sound of life could be heard unless it was the unceasing clatter of the sounders which she paused to hear for a moment. Then she advanced to the door which stood ajar and peeped through, taking in every familiar piece of furniture and equipment of the office. Nil Brady stood at the cash drawer behind the grated window of the ticket office. He was forcing an iron bar between the drawer and the framework which contained it. Then with a sudden wrench he tore the drawer from its fastenings, spilling its contents upon the floor. He hastily picked up the bills and coins of the larger denominations and put them into his pocket, leaving the smaller change lying on the floor.

Margeret who had been watching the procedure felt her head grow dizzy. She reeled as she hurried out of the door for a realization dawned upon her that she had been a witness to a crime. What should she do? Should she make known her discovery? With a mind filled with strange emotions she hurried home across the railroad bridge.

"May be he lost the key to the cash drawer and rather than risk leaving his receipts there while he went to supper

forced the drawer open to gain possession of the money for safe keeping," she said to herself as she stepped from tie to tie. "But why did he look up and down the platform so uneasily while so engaged? Why did he act so confusedly while securing it, and why, oh why did I go there at all!" she said giving audible vent to her regrets.

When Margeret reached home she had quite made up her mind to conceal her discovery until Jack's return. She laid her books upon the table in the study room and engaged in helping to prepare supper. Mrs. Warren might have noticed the thoughtful look upon her face, but she made no inquiry, for Margeret's nature was naturally pensive, yet rarely sad.

The long station whistle of the express was heard "on time" as Margeret termed it, and Jack's arrival home soon followed. Margeret could not find an opportune time that evening to tell Jack of her discovery, much as she desired to do so. The trend of conversation was such as led farthest from the subject she wished to speak about, and when time came to retire she kissed Jack and Mrs. Warren good night and went to bed with the purpose in mind of telling them the first thing in the morning.

At the depot another scene was taking place. The operator who was working with Brady was first to return from supper. He found the door of the ticket office ajar and the lock broken; the cash drawer lying upon the floor and small coins scattered around. A glance was all that was necessary to see that the office had been forced open and burglarized. He hastily called an officer who took in the situation and together they decided that it was the work of an amateur who knew of the habits of those connected with the office and took that hour to rob it. At that moment Brady came in.

"Hello, what's going on here?" he said.

"Looks as though we were cleaned out," said Neff, the operator; "how much money was there in the drawer, Brady?"

"Close to five hundred dollars—all the receipts of the day."

"Give me all the facts connected with the case as nearly as you can, and say if you have any suspicion who could have

done it; or do you remember having seen any person loitering in the vicinity of the depot before you went to supper?" said the policeman apparently addressing both.

"We left the office together and proceeded as far as the bridge, where we separated, Brady going to his hotel and I to my home. I know that Brady locked the drawer of the till and that he tried the door of the office to see that it was locked."

"What time was that?" said the policeman.

"Four ten."

"What time did you return to the office?" said the policeman.

"Four fifty."

After another careful examination of the door and fixtures the iron bar was discovered with which the work had been done. Investigation showed that it required no great amount of power to force the old lock in the door while any novice might have broken open the cash drawer.

"Well, gentlemen, I presume you will have to report this loss to your superior officers, but I wish you will keep it from becoming known to the press until I have had time to fully investigate and learn if I can secure a clew," said the policeman as he went out.

Brady went to work coolly ascertaining what loss had been sustained. He felt quite secure as Neff's statement was sufficient to clear him from any suspicion in the matter.

After a number of inquiries among people who lived in the vicinity of the depot, as to whether they saw any person about the depot between the times four ten and four fifty, one person was found who remembered having seen Margeret Warren, Jack Warren's adopted daughter, enter the depot. She stated that she remained there perhaps ten minutes when witness saw her running full speed toward the railroad bridge. No further thought was given the matter by the witness and no other person was seen by her at that time at or about the station.

"Has anything gone wrong over there?" Mrs. Smith asked. She had been a witness to the interview and curiosity to know the details led her to ask.

"Yes, something was taken from the cash drawer, I believe," said the officer getting ready to withdraw.

"I think you are on the right track, officer; no one knows who Margeret Warren's parents were and you can depend



NELSON'S MONUMENT. TRAFALGAR SQUARE, LONDON.

upon it that blood will out. I've seen her tom-boying around these yards all her life, and if she'd been a daughter of mine I'd a-skinned her alive, so I would. I tell you nature is bound to crop out and I've wondered many a time that something didn't go wrong over there with her meddlin' around."

The officer thanked the ladies for their information and went back to the depot

where he found the operators talking over the situation. He made known the clue he had discovered and told them what Mrs. Smith had said about Margeret.

"She was not about the station when we left," said Brady. "Yet, here your theory comes in in tangible shape, Mr. Officer, for I believe you said that someone who is acquainted with the habits of the office must have done the act."

"So I did; and there is no doubt in my mind but that this Warren girl has the money in her possession now. I have decided to visit their home tonight and clear up the case, restoring the money to you so that you can make your remittances in the morning. Have you reported your loss yet?"

"No, sir; I thought I would await developments and if no clue turned up I would do it before going home for the night."

"Very well. I will report the facts to the chief on his arrival from St. Louis, and may call for you to accompany me to the home of Warren at a late hour," said the officer departing.

Brady was sitting in his hotel when he felt a touch upon his arm.

"Come. The chief directs me to go to Warren's house and I want you to accompany me."

Brady had been soliloquizing. He argued, "if she was seen running away from the depot at that hour—the hour that I was cracking the till—is it not possible that she might have seen something to cause her to run?" When the officer touched his arm he started in affright. His meditations thus rudely broken and at a time when possible suspicion might be brought home to his door through this girl, was enough to make him feel most uncomfortable, yet he assumed a willingness that was well feigned and said,

"Glad you came and glad to have the chance to make up my shortage before I need to report it, for you know I should be censured at any rate for leaving so much money in the till while I went to supper."

Margaret retired to her room but could not sleep; before her eyes she could see Brady robbing the money drawer of the ticket office, while a voice kept dinning in her ears, "tell O'Connell by wire, tell

O'Connell by wire." Just then she heard the relay in an adjoining room calling DU, station on the line. She listened to its continued call until she imagined it spoke the words, "tell O'Connell by wire," over and over until half distracted she went to the key whose sounder had seemingly now stopped to give her opportunity to do as it had urged her to do; then she called,

"My My My," followed by her signature, "MW."

"I I, My," came the answer.

Fearful lest Brady might be in the office at Welden Junction and hear her, she put her ground on that side and asked,

"Is C there?"

Among telegraphers each one has a personal signature and that of O'Connell was C.

"Here; what is it, Maggie?" came the answer from O'Connell himself.

Then Maggie told him what she had seen on that afternoon on her way from school. When she had finished it dawned upon O'Connell's mind that perhaps suspicion might attach itself to Margeret. He merely ok'd her report and said good night, but determined to take steps to thwart any possible chance for Brady to cast suspicion upon her.

It was twenty minutes before the express was due at Bradford where his old friend Cap Collins lived. Cap had spent the better part of life in the secret service of the United States government and he was ever willing to serve O'Connell in any capacity.

"If I can only get Cap there tonight I will have Mr. Brady decorated with handcuffs before morning," said O'Connell, opening the key.

Bradford answered up promptly.

"Is Cap Collins at home?"

"Yes, here at depot; going to St. Louis on 55. On train now."

"Get him. Tell him O'Connell must have his services tonight without fail. Important."

"Ok," came the answer.

When the operator at Bradford sent his "os" which is a report of the leaving of trains prefaced by the letters os signifying train report, O'Connell broke in:

"Did you get Collins?"

"Yes; he is here."

"Ground east," said O'Connell.

"Ground wire on," came the answer.

Then O'Connell gave Collins a full statement of the robbery together with his fears about suspicion being thrown upon Margaret Warren, and begged him to go to Weldon Junction and prevent it if possible. He received the assurance that he would and the express found him a passenger bound for Weldon instead of St. Louis as he had first been bound. On the train he recognized the chief of police of Weldon Junction, and had a very pleasant chat with him. He did not disclose the purpose of his visit but did accept his invitation to go to headquarters. He was about to make known his errand when an officer came into the station and made a report of the robbery which occurred a few hours before, together with the evidence he had acquired from Mrs. Smith. He heard the chief direct him to the home of Warren and to use such persuasion as might be necessary to secure an acknowledgement of guilt and the possession of the missing money. When he departed Cap Collins was on his trail. He saw him touch Brady on the arm and as they passed him Brady said:

"I believe I will go back and get an overcoat. I am not used to being out in the night air."

"I am quite warm and I hardly think you will want one for so short a walk, yet if you think you need it I will wait here," said the officer.

Brady went into the hotel and turned up the stairway leading to his room.

Following like a shadow Cap Collins saw him enter and close the door. No one was in the hallway. He hastily secured a chair that stood near and placed it near the door; standing on this he could see Brady handling a roll of money. He saw him extract several bills and place the remainder in his trunk which he carefully locked. Collins had just time to replace the chair and take a position near the door of a room which he pretended to be unlocking, when Brady came out and descended the stairs. He followed closely behind the pair, crossing the bridge entering the Warren yard but a few steps behind them.

Mrs. Warren had retired and Jack was still sitting up reading his papers, when

a light knock sounded on the door. Jack arose and admitted them into the study room, inviting them to come through into the sitting room which was lighted.

"Just leave that door ajar," said Jack, "it is quite close here."

When Brady entered, following the officer and Jack who were leading the way, he cast a searching glance about the room. He discovered a number of school books in the dim light, lying upon the table which he correctly surmised belonged to Margaret. Hastily opening one he thrust something within then stepped into the room which Jack had bidden them enter and all were seated.

"Mr. Warren, I have a very unpleasant duty to perform and one which will, perhaps, touch your heart and that of your wife and bring grief to your little home. I have children of my own and can appreciate the sorrow of what such a blow would bring, yet you have the consolation that she is not your flesh and blood," said the officer by way of introduction of the errand which brought him.

"I don't understand the nature of your visit," said Jack. "If you mean that my daughter has done aught to bring a blush of shame or grief upon us you have belied her and I warn you to take yourselves from under my roof. I will answer for her at any time. She is an angel."

"Will you hear the evidence, Mr. Warren? I ask this in kindness."

"You have no evidence against her, but go ahead, I will listen."

The officer related all about the robbery, omitting the evidence of Mrs. Smith which reflected her opinion of Margaret's character but giving that part which related to Margaret's hurried departure from the office. When he had finished there were tears in Jack's eyes.

"Boys, she never did it. I would stake my life upon her honesty."

"Now Mr. Warren, as we fully sympathize with you in this matter let us satisfy ourselves conclusively that she has nothing about her effects which would point to her guilt. I have deferred making my report of this affair until I could see you and perhaps get back the money which I thought the child had taken. If you will permit an examination of her effects which might contain the money I will feel

satisfied; and should we discover it, which I trust we will not for I hope she is innocent, I will say nothing about it to anyone."

"Yes, gentlemen, I will allow you to examine her effects. Come this way," said Jack, lifting the lamp from the table and leading the way into the study. He brought out her clothing from her room and it was inspected. Her books came next. Brady picked up her school bag, turning it inside out. He was narrowly watching the officer who was running the leaves of the book under his thumb, but the only thing this process brought to light was Margeret's examination paper which caught Jack's eye, marked "excellent." Brady now began a nervous examination of the books. He showed marked disappointment as he had leaved over the last book and glanced upon the floor as if the object of his search might be seen lying there."

"I find nothing to justify a suspicion, Mr. Warren," said the officer. "Have you found anything, Mr. Brady?"

"I have not."

"I have."

All turned to face a new speaker that had noiselessly appeared upon the scene.

It was Cap Collins.

He stood with hand aloft. Between his fingers he held the money that Nil Brady had inserted between the leaves of Margeret's book.

"Were you looking for evidence of this nature, gentlemen?"

"We were," said Brady, stepping forward and reaching for the notes. "How did you come by them, sir; who are you?"

Jack stepped nearer to the stranger dressed in ordinary homespun in order to get a better view of the features partly concealed by the broad brim hat that he wore.

"Old Cap Collins! the secret service man," exclaimed Jack. "You have the evidence? Who does it incriminate? Speak, Cap, speak! Is it my little Margeret?"

"Brady's face blanched. His knees trembled so that he could scarcely stand. He had often heard of his prowess as a thief catcher and now that he stood before him it seemed that the piercing eyes of Collins was reading his very thoughts.

"There stands the thief, and a most despicable one at that. Here, my man, let me adorn your wrist with these," said Collins, producing a pair of hand-cuffs, "and unite you in close fellowship with an honest man," at the same time securing him to the officer.

"It's a cursed plot to ruin me to save the girl," he gasped.

"Do you deny having placed this money in Margeret's book? Do you deny that you returned to your room before coming here and taking a little black satchel from your trunk and extracting these bills for that purpose? Do you deny that you retraced your steps after leaving Neff and returned to the ticket office where you broke open your door and pried your cash drawer from its fastenings, scattering its contents over the floor, after which you placed the bills in your inner coat pocket and appropriated the larger denominations of coins scattered about?" said Collins searchingly.

"Yes, it's all a lie."

"I saw you, Nil Brady; and it's not a lie!"

It was Margeret who spoke. Clad only in her little night robe she stood in the door of her bed chamber with head thrown back and hands clinched, looking the picture of indignation, while Brady no longer able to deny the powerful evidence brought to bear, collapsed.

"I am guilty; I am guilty; take me away, officer."

Then the trio passed out into the night, old Cap Collins calling back:

"Good night, Jack, old man; good night, Margeret."

"Margeret dear, what does all this mean?" said Mrs. Warren, who had heard all.

Then came the unfolding of the story from the beginning, not failing to dwell upon each impulse that restrained her from telling her parents. The description of the influence upon her mind by the relay which seemed to transpose the letters UD into "tell O'Connell by wire" seemed amusing at first to Jack, but his sympathy was aroused when he thought of the strain upon that young mind who had never before witnessed crime, and both Jack and Mrs. Warren said that, perhaps her action in telling O'Connell



by wire was an act of providence after all.

The next event in Margeret's life was, perhaps, her proudest day. She stood before the class at college and carried away first honors, but she bore it gracefully. Many expressions of admiration went up as she passed down the aisle among her friends who loaded her with flowers and showered their congratulations upon her.

"And this is my little girl who used to pull the throttle for me on the express. You will share your smiles with me, too, won't you, Margeret, if I am only an old greaser?"

"Why, Uncle Abe! you dear, good man. I am happy to see you."

Then she put her arms around his neck and drew his withered cheek to her lips and kissed him tenderly. Abe tried to smile and tried to say something more but the words stuck in his throat. He turned away brushing his rough sleeve across his eyes and whispered something to his companions who stood near that sounded like, "cinder in my eye."

Ed O'Connell was there and his pride in Margeret's success was scarcely less than that of Jack whose beaming face

portrayed the happiness he felt. Margeret received his congratulations with evident pride and on their way to Lands End that night each grew reminiscent and related many recollections which had been the means of cementing their friendship. Ed explained to her how old Cap Collins "happened" to arrive at so opportune a time, and said,

"It wasn't a bad idea to be joined together by wire, was it, Margeret?"

Then followed a suggestion which did away with wires altogether which both seemed to understand, and when they arrived at Lands End, Ed informed Jack that he intended to close the office at MW and promote its operator to general manager over the O'Connell home which he had prepared in anticipation of her answer.

"I suppose I am subject to the orders of the dispatcher and will have to obey, but it is hard to lose our little sunshine," said Jack.

When O'Connell left Margeret that night he was insisting upon an answer to something and Margeret was heard to say:

"In June."



## THE SUPREME DUTY.

BY JOSE GROS.

For over two years we have had a profuse and almost constant correspondence with a friend whom we have never seen. To be sure, we have never seen the great majority of our best friends, those anyhow for whom we feel the deepest attachment in the domain of altruistic thoughts and universal principles of brotherhood. We have done our best to agree with that friend, and he with us, on some of the vital processes of social existence, that is, on the broad fields of healthy general development. We both have been unable to agree on anything. We are yet as far apart as at the beginning of our correspondence over two years ago. Yet our combined letters during that period would fill up a large volume, and, we fancy, an interesting one, too, for many people. All the same our appreciation of each other

has increased. Many of our not far from 200 articles to different papers during those two years would have lacked considerable force and data without that correspondence. That is what we at least imagine. On the other hand we don't imagine we have done our friend any especial good, just as we don't imagine that our articles in the last ten years have accomplished anything worth talking about. Our readers can then notice that we are not infatuated with our own personality. The men who try to work for God's righteousness should have nothing to do with results. God Himself shall attend to that matter, in so far as men may allow Him, since He cannot make men good as long as they prefer to be bad or indifferent, that is a little bad and a little good.

Like most other men, the friend we have mentioned has been the victim of the wretched or half wretched social surroundings we provide for most people. What we provide for all of us in general averages per average family group is about as follows:

Annual income to	60	per cent of the people,	\$300 00
"	25	"	600 00
"	10	"	1200 00
"	3	"	4000 00

We give to the rest, 2 per cent, from about \$10,000 up to \$10,000,000 and over \$20,000,000 per family, per annum.

We really sink the 60 per cent into bottom poverty, equal to but 20 per cent of the minimum sanitary needs for healthy physical and mental development. To the 25 per cent we give middle poverty, equal to but 40 per cent of those needs. To the 10 per cent, genteel poverty, what Dickens called the worst kind, well, to them we are generous enough to give them 80 per cent of the lowest sanitary needs per family, the latter being \$1,500 as tested by the writer. And few object to that figure as too high, while many consider it yet very low, according to the requirements of our excitable lives, harsh climatic conditions and the so many idiotic needs that we have made very much needed, because we have run away from mother nature in our hunger and thirst after vanities and humbugs.

In the eyes of a righteous God, the great crime of modern nations is the extreme difference between the immense sums we give to the few and the scanty rations we give to the many, without whose labor the former would starve and freeze. Because what would become of us, brilliant fellows, with from \$3,000, not much after all, up into millions per annum, if the wretched miners would not mine coal for a single year, and the poor farmers should not raise food for any 12 months?

And yet we have a class of people more to be pitied than the poor farmers, miners, etc., constituting the bottom poverty, over 8,000,000 family groups. We have not far from 4,000,000 population totally or partially kept alive by our wealthy and comfortable classes, through the many modern charitable processes which undermine all manhood and convert men, women and children into mere

human mechanisms unable to feel, think or act but in complete submission to those who keep them alive.

And what about the problem of the unemployed? According to official data from labor bureaus, we seldom have less than 2,000,000 workers out of work in the winter months and seldom less than 1,000,000 the rest of the year. About fifty years ago, even in the most degraded southern nations of Europe, the employers of labor did not dare to discharge any of their workers when sales were difficult, for fear of not finding enough of them when trade revived. The employers never even dreamed of closing their establishments for weeks at a time, as it is constantly done in our glorious(?) modern period. They preferred to sell their surplus goods at cost. The writer was at the time at the head of a business concern and ought to know what he is talking about. We refer to periods of peace.

And who is responsible for the modern evils we have tried to briefly outline? Mostly, anyhow, the men with intelligence, wealth, influence, and at least better fed and housed, etc.; than the millions we sink into what we have called bottom poverty and middle poverty. Perhaps even those coming into the classification of genteel poverty, with incomes from \$1,000 to \$2,000, or even a little over, could do considerable in the job of suppressing the levels of deeper poverty that lie below their class.

In our above meditation we don't mean to diminish by an atom the high services that society at large owes to all labor brotherhoods. They are the only hope of humanity, the only organized groups who do their best to raise the standard of modern nations. Of that the writer has been sure for several years, and we deplore the dreadful struggles that now and then they are forced to go through to barely exist or prevent the wages of all workers from tumbling down lower than ever. It is those very struggles which most emphatically show the gravity of the situation. Then, we can notice that in forms the most subtle and silent, but sure and inexorable, all the forces of organized society stand against the basic rights of organ-

ized labor and in favor of certain fantastic rights of labor outside, and how are we going to dispose of that situation? Here is where organized workers seem to be yet in the woods, unable to find any road out of them.

Take, again, that friend of ours above indicated. He represents the type of highest intelligence and manhood in the nation, a faithful worker in his labor organization, but try to make him feel that we owe some duties to humanity at large, to the nation we live in, and in that field he finds nothing specific, precise, tangent, no localized duties by which we all should abide because of the simple fact of our being "men." And we cannot blame that friend of ours or the millions like him. Don't you see that neither our religious nor our civil education teaches anything about what we owe to God and each other in the realm of national life? The old satanic philosophy still prevails which built up the pyramids of Egypt, viz: That father time shall fix up everything, that civilization means nothing but work—work—work—regardless of its quality and purpose.

Work! We already give to most men five times more work than God means any man should have, while we condemn millions into beggary and loafing, because we have no work for them, or we

don't give them taste for any healthy work, nor manhood enough to find it, to get it. Choose what you like. The more you try to excuse the fact of men out of work by blaming the individual themselves, and prove the immaculate conditions of society, the blacker and more infernal you make society look.

And what has Father Time done for us in the last 6000 years? About fifty years ago, although already belonging to the somewhat comfortable classes, the three per cent below that two per cent, we have considered the top in our above classification of incomes, the writer was already in close communication with the working classes. They were not any more ignorant than the bulk of our beloved workers are today, in the all important duties of citizenship for the proper evolution of healthy government. And that ignorance increases as you rise into higher social level. The greater the wealth of the modern social unit, the greater his ignorance in all that appertains to the supreme duty of building up sound, healthy, righteous nations.

Can progress or civilization be anything but a magnificent farce, as long as the supreme duty in question remains a negation, either because of conscious or unconscious, willing or unwilling ignorance on the subject?



## THE WRECK AT BAREE.

BY HENRY A. FERGUSON.

[In Locomotive Engineering.]

I was a member of the wreck crew at last, and so pleased over it that I gave all the men in our gang, except the boss, a two-for-five cigar to smoke at dinner hour.

It was a proud distinction for me. Only three years before I had appeared at the foreman's office without a cent or a friend begging a job in the car repair shop, and he put me in the worst gang in the shop, at fifteen cents an hour pay. I say the worst gang, because they had the meanest man for a gang boss, and did all the stock car repairs.

Tom Fletcher, the boss, was the queerest mixture of hypocrisy and misguided

religion I ever met. He would dock a man an hour's pay for a couple of minutes spent during working hours in putting a few sticks of kindling wood into his dinner bucket, and then ask him solemnly if he "could ask the Lord to bless it," while his own big dinner basket, perhaps, carried out enough nails to build a barn. It was through no agency of his that I was promoted to the wreck crew, but it came about in this way:

My boarding house was near the big car shop yards, and late one night there was a wreck down the road, and the caller started out to gather in the crew.

When he banged on the side of the

house with a club I awoke and bounded to the window, raised it, and wanted to know what was the trouble.

"Tell Ike Rhodes the wreck crew starts in twenty minutes," he shouted, and was off.

Now Ike boarded in the same house with me and we were pretty good friends; but, unfortunately, he had gone to a secret labor meeting in a neighboring town and and wouldn't be back until morning. This meant a week's suspension for not reporting, and I resolved instantly to take his place. Slipping into my clothes, I left the house and made a straight line for the wreck train. Old John Strong, foreman and wreck boss, sized me up the moment I came in sight.

"Where's Rhodes, and what are you doing here?" he asked in one breath.

"Ike's sick," lied I; "and I came in his place, if you need me."

"All right. Git into the tool car," said he, and a moment later waved a signal to the engineer, and off we started.

There were sixty men of us, all told, aboard, most of whom I knew in the shop; and not caring to have any more questions asked me about Ike's illness, I went into the block car and sat down on a coil of rope.

I had not been seated long before the "Old Man" came through, and I anticipated any embarrassing question about Ike by asking him where the wreck was.

"Down at Baree," he replied; "head on collision," and he went on through to the engine.

I got up presently and opened the side door as the train began to slow down. It was just dawn of a clear morning, and on looking out I saw the wreck a few hundred yards ahead of us. It was a great sight. There were cars piled up forty feet in the air, looking in the twilight like some huge animal, the staring eyes of two wrecked, but unquenched headlights heightening the effect.

Not many minutes had we to think, though. "Out with you," bawled the Old Man. "Bring up four log-chains and two lengths of three-inch rope."

Ike Rhodes belonged to the gang which handled the ropes, so I fell in with them as they came into the block car, and

helped to get the heavy coils out through the door and dragged along the track.

While the men were busy making these preparations, the Old Man was making an inspection of the wreck, like a general before a battle.

The wreck had occurred at a place where there were three tracks, the middle one being used as a siding, and about five miles long. At each end of this siding, where it turned out into the two main line tracks, was a signal tower governing the crossings and switch levers controlling their use.

West-bound, about 2:30 a. m., came a fast merchandise freight, designated as "Extra No. 865," two engines ahead and forty cars trailing behind like some giant anaconda, with eyes along its sides, where the white lamps of the brakemen shone.

Clickety, click click; clickety, click click; clickety, click click, came the operator's call from the train dispatcher's office. It was unheeded, for the operator was sound asleep.

The switch was set for the siding, and along came our anaconda and poked its big double head in on the middle track.

The noise of the passing train woke the operator, and he mechanically reached out and answered the dispatcher's call.

"Run Extra No. 865 main line to Baree tower," came the order, followed quickly by: "Why didn't you answer?"

He couldn't give a satisfactory answer to this, so simply said, "O. K.," and closed the key. Cold drops of perspiration stood out on his face, for already the red lights on the caboose of Extra No. 865 were disappearing around the curve in the distance. He had one resource left. Calling up Baree tower, he told the operator there, "Extra No. 865 is on middle track, west bound; let nothing in;" back came the heart-breaking reply, "Extra No. 1167, thirty loaded coal, east bound, passed in on middle siding five minutes ago."

It was an agonizing moment, and the poor fellow, mentally upset, from mere force of habit set the signal for the main line red, and then ran away into the night, pursued by the horrible thought of what would surely happen through his neglect.

The two trains rapidly approached, and on rounding a bend came in sight of each other. Down brakes was screeched from three whistles simultaneously, and throttles were instantly closed; but nothing human could have stopped them, and each engineer, having done all that he could, jumped.

The opposing engines met with a crash like artillery, reared for an instant, and fell off at each side, shattered to pieces. The second engine of the west-bound train climbed the wreck of the other two and stood there like a monument, while car after car rose and turned, crashed, smashed, and fell, scattering its contents on the debris, until, momentum being spent, all was still but the violent roar of escaping steam from the ruptured engine boilers.

Not one of the train crew was killed, for, being warned in time, they had all jumped.

The Old Man completed his survey of the disaster and immediately began to act on his rapidly formed plans.

Mr. Morrison, a lately promoted trainmaster, had arrived on the scene, and was acting with the usual dignity of a be-headed fowl about it. Old Man Strong was pretty cool and kept every man of us busy. There was an old orchard full of gnarled and rotten apple trees on the opposite side of the road from the damaged house, and it was exactly what the Old Man needed.

I was sent in there, with McGuire and a couple of other men, to lash a sheave-block to one of those trees, the rest of the men being variously employed in throwing broken pianos, sewing machines, damaged crates of shoes, hats and all sorts of merchandise, together with tons of coal, off the tracks, and in securing the ropes to broken car bodies and trucks for the engines to drag down over the bank.

It resembled a gigantic game of jackstraws, in which a point is won when something moves. Presently something moved near me that wasn't expected. Our old apple tree, weary with its weight of years plus the strain of dragging a thirty-ton capacity coal car from the embrace of several others, broke off with a crackling thud. We lost no time in get-

ting our block to another tree, which also broke off, and we proceeded to the next one, when Mr. Morrison, the trainmaster, called down to us to stop.

We then saw that he was having a violent conversation with an old farmer, evidently, from the way he was pointing and gesticulating, the owner of the orchard, and who was protesting against the destruction of his trees.

His words must have been effective, for Mr. Morrison ordered us to stop, take our tackle around to the other side and fasten it to something there.

Now, if there is one breach of railroad etiquette more disagreeable than any other it is for an officer, however exalted his position, to interfere with the wreckmaster while he is clearing up a wreck; for it is only practicable to work out one plan, and the wreck boss himself generally knows which is the quickest way to clear the tracks, and will not stand much interference.

Our new trainmaster was totally unacquainted with Old Man Strong's disposition, or he would not have ordered us anywhere.

The Old Man saw us as we came around the pile.

"What are you fellows doing here?" he thundered.

"Shure, Mr. Morrison was afeard we wud spile the apples, an' tould us to come here," said McGuire.

This set the Old Man to boiling, and he ordered us back to our work at once, striding ahead himself.

As we went down over the bank he began to talk to the trainmaster. "Morrison, there is only one way to clear this track quickly, and I have to use that orchard, if I rip up every tree in it."

"Now, Mr. Strong," replied Morrison, "it seems to me that we might save those trees by working from the other side."

"How about that engine?" said Strong, pointing to the one standing almost straight in the air. "You can't get that across to the other side short of two hours, and more than that," his voice like a bull, "I am taking up this wreck, and will be glad not to have you order the men around."

Morrison grew white to the lips, and without a word started for the box relay



to send a message to the superintendent about it. I heard afterward that he got an answer back to "let Old Man Strong alone," but, however that may be, he gave the wreck crew no more orders.

We went ahead in the orchard, and the way things began to rip and tear out of that pile of cars beat everything I ever saw.

One track was soon cleared of all except the engine and tank of the east-bound train, which lay across the rails and supported the one which was standing up.

The Old Man was going to try and pull that standing engine over from the orchard in the same way as he did the cars; so we were ordered to lash the block to three more trees and run a heavier rope through. When all was ready the engine doing the pulling took up plenty of slack and went back with a jerk.

The wrecked engine moved about a foot and all three apple trees snapped off, making nine that we had destroyed, and leaving no more of sufficient size in the orchard.

But still that engine stood up and seemed to defy us.

The derrick was run forward, and, powerful though it was, could not budge it.

I had been set at shoveling coal down the bank as a sort of relaxation from the orchard episode, when a brilliant idea occurred to me. Whether it was the result of the shoveling or not I cannot say, but it promised relief for a few minutes, and I determined to tell the Old Man about it.

He was yelling at the derrick gang when I got to him, but, nothing daunted, I spoke up.

"Excuse me, Mr. Strong," I began.

"Well, what do you want?" he said sharply.

"I thought that if you had an engine on the other side of the wreck you could easily slide that one standing up out backward."

"True enough," he replied, somewhat less roughly; "that's just what I've been wishing for; but there's not an engine on that side, so you had better go back to your work."

"Wouldn't they give you that engine on the passenger train?" I persisted.

I had blundered on a good thing.

"Confound it," he exclaimed, "I should have thought of that myself! Run over to the operator and tell him to wire the superintendent that I must use the engine off train number 3; answer."

I flew, and in five minutes returned with a message, "O. K., use any engine you need."

"Now scoot for that engine," I was commanded, "and tell the engineer to back down to the crossing and come up the east-bound main."

I started before he was quite through, and covered the mile or more in record time, arriving breathless and hatless, so important did my mission seem.

But a passenger engineer, while alert to his duty, is oftentimes, and especially when he has lain back of a wreck for an hour, a most deliberate animal.

This one was Dick Burt, grown gray at the throttle, and evidently not tickled to death at the prospect of playing draft horse at a freight wreck with a haughty express racer; for instead of being impressed with my haste, he made me repeat the Old Man's order and show the superintendent's telegram, which had been given me.

After which he coolly took a chew of tobacco, told the fireman all about it, then blew five long blasts with the whistle, as a signal for the flagman to go back, and finally slowly backed his train down toward the crossing, without inviting me to ride, and leaving me standing on the track filled with a queer mixture of chagrin and envy.

I began to retrace my steps at a very much slower pace, keeping a sharp lookout for my hat, which had blown off, and when about one-third of the way back I discovered it hanging on a bush alongside of the road.

I presently discovered a little spring of water close to a bank covered with undergrowth, and decided to take a good drink and hurry back to the wreck.

As I stooped over to dip my face in the water, I saw an apparition that made me jump back with a cry of terror, it was so unexpected; for gazing up at me was the reflection of a man's face, not my own,

with wild, bloodshot eyes and a hunted look of desperation.

I quickly looked up and saw the man in the bushes just above me.

"What the deuce are you doing up there?" said I, trying to speak calmly.

"Say!" replied he, in a ridiculously out-of-place stage whisper: "do you belong to that wreck crew working up there?"

"I do," said I, with a sort of pride.

"How many were killed?" asked he, with a wavering note of fear in his voice.

"None," said I; "they all jumped."

"Thank God!" he shouted; "thank God for that!" and he sprang down beside me.

I was dumfounded.

"Say, young fellow," I inquired, speaking the first thought that came to me; "did you have any relations in those train crews?"

"No, no; far worse than that; but, by George!" with sudden resolution, "I'm going to face the music now, if it means state prison."

On the way back he told me all about it; and when he had finished I found a big tear in each of my eyes.

"I'm the regular night operator at PX tower," he began, "and Jim White has the day trick.

"Jim and I have been close friends for years, and learned operating together up in the yardmaster's office at D—.

"The division operator took a sort of fancy to Jim; his work was always clean-cut, and he got a reputation up in the main office for being the only man who could take Jack Bell, the dispatcher's 'crack-a-jack,' without opening the key on him.

"So Jim got promoted, and was given the day job at PX, the little girl he'd been engaged to for about a year coming with him as his wife. They settled down in a little five-room house on a three-acre mountain farm, and seemed as contented as though they had both been brought up to it.

"Bessie, that is Jim's wife, fixed the inside up as cozy as a bird's nest, and when the little bird came Jim was the craziest happy man I ever saw.

"As luck would have it, three months later I was sent there on the night trick,

and dear old Jim insisted that I should live with them, and I did, after trying rough mountain board for a couple of months.

"Oh, what a sweet little darling Jim's baby grew to be; he twisted himself in knots around my heart as I never thought a youngster could; and, say! talk about smart; he was only two and a half years old last May, and could take his little fork on a plate and click off 'Mamma,' 'Papa,' 'Baby,' 'Uncle Bob' (that's for me,) without a mistake. Jim and I taught him, though Bessie said it was a shame to force a child's mind so.

"He took sick last Friday with some little rash or other, and as he didn't seem to be any better when I came off duty in the morning, and as Bessie and Jim were getting worried, I walked six miles over to Rocktown for the doctor.

"The doctor said it was scarlet fever when he saw him, and left some medicine. But it didn't seem to do him much good. Baby got worse and worse, poor Bessie was worried half sick, and Jim was frantic to get out of the tower and home to his stricken treasure.

"I relieved him toward the last, and worked night and day for two days to give him time at home.

"Last night he came into the tower about eight o'clock, his face set and rigid, and I knew that it was all over.

"'Bob,' he whispered, 'baby's dead; can you stand it another night? I'm afraid Bessie'll lose her mind if I ain't there.'

"I couldn't speak; I only nodded, and when Jim had gone, burst into tears.

"But I had over-rated my powers of endurance, and as midnight came and passed I got so drowsy I simply couldn't keep my eyes open.

"Time after time I rose and paced to and fro, slapping and pinching myself to keep awake, until the last time, when the dreaded thing had happened, and I knew that all was lost.

"I don't know how far I wandered in the dark, through the woods and over rocks, but as daylight broke some sense returned, and I felt that anything was better than the horrible uncertainty that I was a murderer.

"Oh, thank God, no one was killed!"

A few moments spent in gulping down a lump in my throat, and then I said, "my friend, I don't know what your last name is, but you are a brick; and my advice is to go straight to the superintendent and tell him what you have just told me."

"My name is Bob Willits," said he.

"Mine's George Darlington," I replied, and we shook hands.

That some corporations have souls has often been proved. Willits took my advice, and the only punishment he received was to be sent to another division of the road.

My slightly prolonged absence had apparently been unnoticed by the Old Man, who was using the passenger engine for all it was worth, and had already got the "dead" engine dragged out and on her own wheels, and was working the derrick successfully to raise the one still left lying on the track we were clearing.

It was just four o'clock in the afternoon when we finished and started for home, working like horses to get everything ship-shape again aboard the wreck train, for all must be in order before we can leave the cars.

When we got back to the shop yard the other men had all gone home from work, and we quickly followed their example.

I was anxious to see Ike Rhodes and post him about the excuse I had given for taking his place; but his first words made my heart sink.

"Say, George, I am much obliged to you; but Tom Fletcher heard this morning that you had gone with the wreck crew because I was sick, and he come over here and found out that I wasn't sick at all. He will be laying for you with a sermon tomorrow and will report you to the Old Man."

Fletcher eyed me with a long face next morning, and said: "George, 'a liar is an abomination unto the Lord;'" from which text he preached a short sermon in a melancholy voice, and wound up by saying that he had reported me to Mr. Strong, and hoped he wouldn't suspend me for more than a week.

Shortly after I was called into the Old Man's office, fully expecting to meet trouble.

"Darlington," he began, "I am very much pleased at the way you worked at the wreck yesterday, and particularly about your suggesting that passenger engine. You can report today to Tim Duncan, gang boss on the other side, and will be a regular member of the wreck crew. Your pay will be increased to twenty-five cents an hour.

"Thank you. Mr. Strong," I said, and turned to leave the office.

"One minute, Darlington," said he, detaining me; "there's one thing I would like to say to you:

"Never tell a lie."



## INTERESTING INFORMATION.

The Treasury Bureau of Statistics has just issued a commercial monograph on the iron and steel trade of the United States, treating of the resources of this industry, its development, and its relations to the domestic and foreign markets. In this document the progress of the iron and steel trade is illustrated by maps and diagrams showing the distribution of iron ores in Europe and North America, the comparative development in the production of pig iron by countries since 1873, the growth of the steel output of the several leading nations, the change in the relation of iron and steel

exports and imports, and the course of prices for pig iron and steel rails in the United States.

The United States is now the world's greatest producer of iron and steel and coal, as well as of copper, cotton, bread-stuffs, provisions, and many other articles entering into the daily requirements of man.

In a comparative survey of the world's iron-ore situation, the remarkable fact is brought out that the United States in 1899 produced 30 per cent of the world's ore, or 25,000,000 tons out of a total of 85,000,000 tons, in round numbers. This

quantity is somewhat less than the combined ore output of both Great Britain and Germany including Luxemburg, which produced respectively 17 per cent and 21 per cent of the world's ore supply. This alone gives the United States the leadership among the world's great ore producers; but this fact must be taken in connection with coal production on which the iron industry depends and of which this country produces 32 per cent of the world's output, while Great Britain produces 30 per cent and Germany 19 per cent. With primacy in coal and iron ore the position of the United States is one of undisputed and permanent ascendancy in her control of the raw materials of iron and steel production. This primacy in raw materials gives the United States a self-sufficing position, as compared with that of her foremost rivals—Germany and Great Britain. While the Dortmund, Germany, furnaces have to go to Northern Sweden for iron ores and the furnaces of Cleveland (England) have to get their ores from Northern and Southern Spain, the United States is far freer to locate her iron and steel industries with direct regard to the conditions of maximum economy in the accumulation of raw materials and the distribution of the finished products. Therefore, as coke has displaced coal, the tendency the world over is for the furnace to leave the colliery and move toward the ore mines. Hence the iron and steel industries of this country are gradually being drawn around the southern shores of Lake Erie within easy access of the vast ore deposits of the Lake Superior mines. The preponderance of this single source of ore production is apparent from the fact that the Lake Superior region furnished 73 per cent of the 25,000,000 tons of ore consumed by our furnaces in 1899, while the Southern States furnished 19 per cent and the Eastern States but 8 per cent. One of the most wonderful developments in modern trade is that of the ore-handling facilities from the Lake Superior mines to the furnaces of Ohio and Pennsylvania.

Among the world's great pig iron producers the United States first attained the leadership in 1890; but in 1894 lost it to Great Britain again, only, however, for the time being. In 1895 the United States

finally outranked the United Kingdom. In 1899, the five great pig iron producers stood in the following order of importance:

United States, 13,620,703; Great Britain, 9,305,319; Germany, 8,142,017; Russia, 2,672,492 and France 2,567,388 tons.

There are other nations to be mentioned, such as Austria, Hungary and Belgium, each of which produces a million tons, and Sweden, whose output is half a million. But the mere fact of primacy in pig iron production on which the steel industry depends directly, has the utmost significance for this country at home and abroad. We are also the greatest consumers of our iron and steel products. The development of a domestic consumptive capacity has been a feature of the national policy toward the iron and steel trade. It has been followed by the growth of a national demand unequalled by any other nation. The volume of demand thus developed has resulted in that gradual reduction in the cost of production which has brought this country fully equipped to enter the world's markets on a level with the best of her rivals. Her position in the world's markets is therefore not ephemeral but enduring, because it is based on a highly developed and rapidly enlarging home market such as no other nation now enjoys.

The growth of the steel industry is next taken up, and the transition from the iron to the steel age is indicated by the substitution of steel rails for iron rails in railway building. Here again the United States holds the primacy, because of her producing almost 40 per cent of the world's steel output, while Great Britain produces 18½ per cent and Germany 21 per cent. No other nation converts so much of its pig iron into steel as the United States does. Of the world's pig iron output, 40 million tons, 70 per cent is made into steel; whereas this country converts 77 per cent of its pig iron tonnage into steel, amounting to 10,636,858 tons out of the world's total output of 27,110,000 tons. The United States is the foremost steel-consuming country of the world, a single city having consumed 125,000 tons in a year for building purposes alone, and one car company having required 400,000 tons of steel to meet its yearly contracts. In 1879

about one-third of our pig iron was made into rails, but since that date steel rails have ceased to be the chief form of steel production, their proportion in 1898 being but one-sixth of the whole. The consumption of steel per capita for non-rail uses in 1879 was 75.4 pounds; in 1889, 213.2 pounds; in 1898, 276.2 pounds, showing how other than rail uses of steel have developed in 20 years.

In our iron and steel trade with foreign countries covering the last 20 years our position has been exactly reversed. Within the last five years we have actually changed from an importing to an exporting nation. In 1880 we imported five times as much in value as we exported of iron and steel products. Now we export six times the value of our iron and steel imports. These exports in 1900 aggregated \$121,858,331, thus ranking next to breadstuffs, cotton and provisions, the three higher in value. There are in the iron and steel exports 21 classes valued at from \$1,000,000 to \$9,000,000 each.

These facts and relations give the iron and steel trade an economic outlook such as has never before been attained. While Great Britain and Germany are still leading us as exporters of iron and steel of certain classes, our experience at home in adopting machinery and implements and other forms of steel products to the varied conditions of our vast territory has prepared us to adapt our products to the conditions of climate and the wants of consumers the world over. We have prospered hitherto by reason of the high efficiency of labor, by the superiority of our industrial organization and by continuous progress

in technical invention. But other nations are learning our secrets of success. Other nations are imitating our methods and making models of our machinery and tools, in order to overcome the advantages we now have over them. Prussia and Bavaria, France and England, all import our railway engines only to pick out their excellences and then incorporate these into their next new types to be made at home. The policy of the future must take this fact into account, and the only way to meet it, is by a restless progress in productive processes at home, a systematic study of the conditions and requirements of American iron and steel products abroad, and a more considerate cultivation of the consumer than has hitherto been the case. With proper exceptions consumers have heretofore bought our products on their merits without solicitation from us; but as our competitors learn to incorporate these merits into their own makes, our position can be secured and improved upon in the future only by aggressive methods in which the commercial and the consuming interests of the foreign trade are made to realize our readiness to meet their conditions with a superior product. Hence the main problem of the American iron and steel trade is now not industrial, nor financial, but commercial. Our pig iron trade with Europe, for example, is limited by the quantity of bottoms offered it as ballast in cotton cargoes. Everywhere, too, our foreign trade suffers for want of trained commercial representatives. Our greatest commercial needs, as has been well said, are ships and schools.



## THE OPIUM FARMER'S DINNER.

In the colony of Hongkong there is a Chinaman who, while his brief reign lasts, is spoken of by the quarter of a million of his fellow countrymen on the island with bated breath. To these Celestial subjects of Queen Victoria the Emperor of China is not nearly so great a man as the "opium farmer" and the queen herself, compared with "his mightiness of the drug" is in their eyes only a far-away sovereign not half so imposing.

In order to regulate to some extent the importation of opium into Hongkong and to simplify the collection of duties the British government several years ago decided to place the whole business in the hands of one man. Realizing, however, the tremendous and arbitrary power that could be wielded by a single individual in such a position it was also decided that the office should only be held one year, and that no person should be allowed to keep it for more than a single



term. So it was announced that the government was prepared to accept bids for the privilege.

Since that time the selection of an "opium farmer," as he is called, has become an annual event. The highest bid generally ranges from 600,000 to 800,000 taels, according to the prospects of the poppy crop for the year and the condition of the market. The successful applicant is duly gazetted in his position, and he is given the assistance of a fleet of a dozen swift government customs vessels to protect his interests. He himself employs several junks to guard his business against smugglers, but he must only use these boats for the purpose of obtaining information. If he secures knowledge of smuggling operations he turns it over to the authorities, who run the malefactors down.

Nearly every week in the year there is a smart skirmish between the sampans of the smugglers from the mainland of China and the revenue cutters. Pretty little battles some of them are, too, and very useful in giving young British middies and junior naval officers their first taste of sea fighting.

The opium farmer has the sole control of every pound of the drug brought into Hongkong, and he generally makes from \$20,000 to \$300,000 clear profit in his year of office. The government gets much more from him than it could secure if it attempted to collect the duties itself, and, moreover, gets it in a lump sum without the enormous amount of trouble and the large force of officers that would otherwise be necessary. The opium farmer's salaried men watch all incoming boats, and as it is a case of Chinaman against Chinaman very little of the raw material gets past him.

At the end of his term of office he gives a great dinner to government officials, newspaper men and the leading Chinese merchants of the colony. This dinner is one of the three great events of the Hongkong year. The other two are the polo championship games and the sham battle between the troops in the garrison. As a matter of fact, though natural pride keeps them from acknowledging it, the white people of Hongkong look on this

unique dinner as by far the most interesting affair in the social calendar.

When a Chinaman makes up his mind to do a thing handsomely he generally goes to the limit. The opium farmer always makes his dinner, which is a sort of a farewell to his brief reign of czar of the opium smokers, something to be remembered by his white friends. Indeed, he lays aside a large sum of money, from \$20,000 to \$25,000 for the banquet, and always reckons it as a legitimate item of expense when he figures up his bid to the government at the beginning of the year.

A week before the close of his term of office the farmer sends out his invitations. These are always verbal, delivered to the lucky recipient by a shroff, a polite native clerk, who comes to your door with a smile and a bow, clad in a long blue gown reaching to his heels, and tells you that his master desires the honor of your presence at the Wong Tai Lo restaurant "to modestly sup with him from a little dish or two in token of your good will."

The invitation needs no response. The shroff takes it for granted that you would postpone a trip to Europe to get to that dinner, and he is right. There are no vacant seats when the ceremonies begin.

The Wong Tai Lo restaurant, where all these affairs are given, is the Chinese Delmonico's of Hongkong. It stands in the heart of the native quarter, a five-story frame building, elaborately carved, with broad balconies laden with flowering plants and creepers and the usual huge feast lanterns swaying in the wind.

You are met at the ground floor entrance of the restaurant by one of the farmer's representatives clad in gorgeous silks, who gives your chair or rickshaw coolies directions about the time for their return and shows you upstairs to the great dining room on the third floor. The tables which run in three parallel lines down the length of the apartment are bare of everything except the usual silverware, with ivory chopsticks added. The big expanse of white cloth has a peculiarly inhospitable and restaurant-like appearance, which, however, does not last very long.

The walls are covered with Chinese flags and Union Jacks twined together, and hanging by the hundred from the

ceiling are gay lanterns of all designs and colors inclosing electric lights. About 300 guests find seats at places where their names are written on pieces of paste-board. Round the head of the center table are the ebony chairs of the host, the governor of the colony, the chief justice and sometimes the senior naval officer of the port. Here and there among the other diners are wealthy Chinese merchants, their costumes in startling contrast to the colorless white Eton mess jackets of the rest of the company.

When all are seated the opium farmer enters. He comes in through an alcove door, in a rather stagey manner, and smiles at the applause that greets him as he takes his place. A minute later he rises to thank his white friends for their presence at his lowly board and apologizes for "the humble character of the fare" he is about to set before them. Everybody knows what that means. Then he turns to the back of his chair and strikes a gong. Dozens of swift-footed waiters at once appear laden with silver ice buckets filled with champagne, port, sherry, Frontinac and a variety of native wines. A hundred young women follow with trays of wine glasses and tumblers, and in a few moments every guest is supplied.

Immediately the affair develops into a feast magnificent enough for an old Roman banquet hall. The women, imported from northern China for the occasion, station themselves behind the chairs of the guests and play stringed instruments, singing an almost continuous accompaniment. Flower girls bearing sweet blossoms of the lichee enter and twine garlands across the tables, among chair backs and about

the flags and in the long lines of lanterns.

The tables are rapidly spread with food and a strange mixture of oriental and occidental dishes it is. In addition to roast beef, ham, chicken, turkey and mutton, are dozens of Chinese delicacies, curries of every kind, shark's fins, jellied eggs, pickled fish, baked hedgeboar, spitted rice birds, drawn pelican meat, preserves of all sorts, mangoes, mangustines, paradise fruit and dozens of wonderful Chinese puddings.

There is no menu card and no sequence of courses. You just pick out what you like and tackle it, irrespective of what your neighbor is eating and regardless of whether you begin with dessert or end with soup. The dishes in which these foods are served are the most magnificent and costly samples of Chinese ware, and are intended as gifts for the guests. When the dinner is over you can select what you please from among them. If you go away early enough you are generally wise enough to do this. If you stay till things begin to get warm you are apt to forget all about such a prosaic thing as dishes.

When midnight comes and the host, the governor and the chief justice have discretely retired the singing, jubilating and toasting begin in earnest. As daybreak approaches the faithful rickshaw men, who have been kicking their bare heels on the brick roads for several hours, begin to think deep boiling oil thoughts about the foreign devils inside who are yelling "Annie Rooney," "We Won't Go Home Till Morning," "Auld Lang Syne" and other incantations to their gods.—John R. Rathom, in *Chicago Times-Herald*.



## “SOCIETY” AND SOCIAL LIFE.

[Elkhart (Ind.) Review].

The love of people for social relationship is perfectly natural, but in some grades of society and civilization it develops into a tendency which is not especially desirable. Probably caste is as old as social relation, and caste manifests itself on all planes of life. From

the aristocrat to the anarchist, in all grades of society, caste develops. The four hundred out of the three and a half millions in New York City consider themselves the perfection of social development, but the little clique in the lowest district of tenement houses is as

forceful in its influence on its surroundings as the four hundred or the upper-ten upon the world.

A mistake which most people make in adjusting their social relations is that they aspire to imitate those follies and foibles which wealth produces and which a feeling of aristocracy engenders. If the four hundred of New York, or the ten of the smaller city who assume to dictate forms of social relationship and intercourse, realized how slight in reality was the influence which they exert upon social life as a whole, they would arrogate to themselves far less pride and self-assertion.

"Society," as it is commonly accepted, is one of the shallowest and least useful currents in the currents of social life. It bases its claims upon forms and ceremonies, upon dress and carriage, and assumes to set the fashion for those who are less able to conform to their notions, whether they are silly or sensible, assuming superiority over the less fortunate. "Society" knows no friendships. Jealousies, vehement and vindictive, break up caste into small cliques, and individuals are as intolerant of those with whom they associate each day in

society as they are with those whom they consider below their plane of life. The perfection of social enjoyment and social good are never found in what is known as "society."

If people would only learn that the real enjoyment of the social relationship comes from the harmonious elements of character combined with a similar development of traits and characteristics, they would learn a good lesson. They should know that a few friends are all that are necessary to make up the real joy and social existence, and that a careful consideration for the rights and a careful respect for the wishes of those who are outside the limits of close friendship adds to influence. These things and a recognition of the right of personal act, and a suppression of the desire and disposition to gossip, make up the largest total of duty to others. If people only would remember this there would be far less unwise reaching out for that fleeting and unsatisfactory combination which is called "society." Choose a few friends who are in sympathy with your thoughts and your aspirations, and cultivate them wisely and carefully, and the result will be that you will have all the society on the plane of life to which you are most suited, but will not be pressed into that caste and clique which makes life a burden to its members, but which is the admiration of the unwise and the unthinking who place show above reality and pretense above accomplishment.



## WHY?

GEO. WALLACE.

There's a letter on my table  
Which I've scanned this blessed day;  
And it troubles me, this letter does.  
In what it doesn't say:  
For well I know the "Old Man"  
Impatiently waits my reply.  
And I'm paralyzed completely  
By his omnipresent "why?"

He may swear he never wrote it.  
But it stands there just the same.  
Between each line and paragraph  
Inscribed above his name:  
So, trembling and irresolute,  
With tear bedimmed eye,  
I struggle with my answer  
To the "Old Man's Why?"

I don't know where they get it,  
This innocent little word.  
But it originates in Denver—  
At least that's what we've heard;  
It's impossible to dodge it.  
No matter how you try,  
It's admonition's "Answer quick."  
Or "Please give at once your 'Why.'"

"Why did you this?" "Why didn't you that?"  
Is flashed along the line.  
"Why were you delayed at Malta?"  
"Why don't you keep on time?"  
My bald head aches, my heart is sore,  
I sit right down and sigh:  
I know there is no answer to  
The "Old Man's" query "Why?"

I listen to the cheerful click  
As we're gliding o'er the joints,  
While telegraph poles are grinning by  
Like interrogation points.  
The board is white at Gypsum:  
They will surely let us by:  
I look ahead; oh, dear! it's red,  
They want to ask me "Why?"

"Tell me ye winged winds"  
"That 'round my pathway roar."  
"Dost thou not know some lonely spot?"  
"Where I'll hear this never more?"  
Any old place will do me;  
A desert or mountain high;  
Where I can dwell without a fear  
Of hearing again this ubiquitous "Why?"

When I have passed the mystic line  
And joined the heavenly band;  
When I have quit this vale of tears  
And the Denver & Rio Grande,  
Will the keeper of the Pearly Gates  
Refuse to let me by?  
Will St. Peter get inquisitive  
And insist on knowing "Why?"

There's a letter on my table,  
Likewise my supper, too,  
And the atmosphere surrounding all  
Has turned a sapphire hue.  
Don't wait for me, I will not eat.  
In accents wild I cry,  
Then I drop dead, my wife has said  
She would like to know the "Why?"  
Salida, Colo.

# Editorial



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription \$1.00 per year.

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## POSSIBILITIES FOR THE READING.

With the change of general superintendents on the Reading, comes the introduction of progressive ideas and a disposition to cultivate a better feeling between the men and that management. W. G. Besler is a gentleman of resource and tact and if left alone to promote his own ideas, will place the service of the Reading on a plane second to none in this country. He recognized at once the necessity of being in touch with his men and called a series of meetings to get an expression of the men on their ideas of running trains according to the system of rules in force on that road. The public may seem inclined to ask why this was not done before. The only plausible reason that would suggest itself, is that such touch with the men might have been considered a contamination of official dignity. Mr. Besler's sentimentality is not interfering with his purpose to bring the service of the Reading up to that standard of excellence that will be the means of eliminating the many disasters which made the names Reading and Wreck synonymous. He is meeting the men in schools of instruction in which he invites their confidence and co-operation to bring about a complete revolution in the movement of trains, if such thing may be accomplished under the system of rules now in force. If he is not burdened

with the odious duty of enforcing the restrictive rules governing the employees' membership in the several railway organizations he may expect a co-operation and cohesion on the part of the employees that will exceed his expectations; for while men are ready to follow a wise leader, there are some things they desire to discuss among themselves, just as the pupil is benefited by being left to commune with himself on the knotty problems after the theory has been well propounded. Our Division meetings afford these opportunities and are the most valuable auxiliaries that our railway managements have, if they only knew it, in bettering the service and in elevating the character of the men. If an impression exists that they are the places where dissension is bred, or where principles are taught, intended to make men less loyal to the company which employs them, let such persons be at once undeceived. It is true that mutual protection and assistance is one of our laws, yet it applies to us as individuals as forcibly by the command of the great Altruist who lived more than two thousand years ago, as it does by being reaffirmed by us as an Order. Let those who harbor doubt as to the consistency of co-operation between the management of our railways and the employees who represent the several

Orders, make a careful investigation of the relation existing between the management and the men on any well disciplined line, and he must be convinced that the Orders have been the greatest factor in bringing about the standard of excellence they enjoy. One of the best, if not the best, disciplined railroads in the United States, whose service and equipment is second to none, is the Lake Shore & Michigan Southern. At the same time we find here a most excellently organized body of men, the personnel of which every official is proud, from president to trainmaster. It goes without saying that the influences of the Orders have been such as to merit their commendation or they would not receive the recognition they do, nor be encouraged in their existence as such. Too many imagine that we are a selfish body having for our prime object the gratification of personal desires, increased compensation and less hours, without any consideration of the company's interests whatever. Never was an impression more erroneous. Our order of business has no place in it dedicated to discontents or "chronic kickers," but it does afford ample opportunity for the discussion of those ideas which, when carefully proven to be for the best interests of ourselves and the company, we submit for their consideration or adoption. A general manager whom we have in mind once said, that the credit for the

perfect system of moving trains as laid down in the standard code of rules, was due the men in actual service who had from time to time suggested the most valuable additions thereto. We will go one step further and say, that these same ideas found birth in the lodge or Division rooms where men were permitted to unite without restriction and discuss the propositions which have led to the adoption of a code as nearly perfect as it is in the power of the human mind to devise. Since it is conceded that a compilation of such incalculable value was conceived in the mind of the humble employe who ventured to discuss his simple ideas before his fellows, assembled for the purpose of interchanging ideas for the betterment of service, would not this, if nothing else, recommend our little deliberative bodies to every management who have the success of their lines at heart? To be loyal to the interests of ourselves, our Order and our employers, is the command of our laws; a law which at once sets at rest any ideas that we are combined for the purpose of opposing discipline rightfully enforced. The best employe is found in him who best observes his duty in his Order. The poorest employe is found in the poor, subservient, cringing thing who has been tyrannized until he adopts any subterfuge to cover his faults and finally hates the sight of his master.



### OHIO'S TRAMP LAW.

The Buckeye state comes to the front by the enactment of a law framed for the purpose of eliminating the tramp nuisance. It provides that whoever is found going about and begging for food shall be termed a "tramp" and is liable to arrest and imprisonment. A tramp was arrested under this law at Columbus, Ohio, and the case was taken up by an attorney and defended on the ground that the act is unconstitutional. Two courts decided in favor of the tramp but the Supreme Court ruled that the act was a valid act.

Newspapers in all parts of the country have, at various times, taken up the defense of the "Wandering Willie" on the

ground that he is a victim of circumstances over which he has no control; in other words, that the tramp evil is the result of economic conditions. Our observation during the many years we were engaged in train service proved to our mind conclusively that such assertions have not the slightest basis of truth upon which to stand, and those who assume the defense of the tramp are either woefully ignorant of the character of the class they are defending or are willfully placing a premium upon vagrancy by holding them up before the world as objects of pity.

It was argued during the times of in-

dustrial depression that these "lords of creation" were a natural product of such and that corporations were responsible for the presence of the vast hordes that infested every train and water station along every line of railroad from the Atlantic to the Pacific coast. While the closing down of certain industries may have, for the time being, thrown many out of employment, other industries absorbed those who were willing to engage at a rate which their services were worth and left the remainder to continue search for work which suited their tastes and ideas of compensation. This class rapidly develop taste for that nomadic life which is characteristic of the genuine hobo and the sympathies extended in shape of food and other comforts which they receive at the door of those less able bodied than they, lend no encouragement to the tramp to work for a living when they will be supported without it.

That an idle mind is the devil's workshop there is no doubt, but its meaning cannot be fully appreciated until one has had opportunity to study the tramp and the methods he employs in an emergency to subsist. There is no excuse for the crimes committed by them under any circumstances. Arson and murder are of almost daily occurrence among them while indignities perpetrated upon innocent victims, and of the most heinous character, have become so common as to occasion but passing notice or are suppressed entirely because of the obscene nature of the offense.

We cannot recall a year when workmen in all industries were so much in demand as the present year, yet the army of "unemployed" have increased to that extent that railroads have been under necessity of placing extra guards upon their trains to protect the lives of their employes and the property of the public. The act of trespass was heretofore regarded a dead letter on the statute books of many states, so far as its application to tramps was concerned, because public opinion was declaring their presence the result of economic conditions and that the enforcement of drastic measures would only aggravate a worse condition of affairs. What has been the result? Many a poor mother today peers into the

face of every hobo she meets hoping to recognize the face of her son who became infatuated with the fraternity, leaving the home of his childhood to become a tramp in all that the name implies. More recruits are gained from this source than from all sources of industrial depression and it is safe to assume that in natures where industrial habits have not been developed the tendency to crime is heightened, hence the corresponding increase of crimes that are constantly being added to the category.

Their refusal to work under the present pressing demands for any class of service has done a great deal to bring public sentiment to take a common sense view of the matter and it is hoped to deal with them less leniently than before. We believe that the common good demands a law making it a criminal offense to encourage idleness or by lending any assistance in the way of such comforts as may indirectly contribute to such idleness. Ours is a land of plenty in which famine is unknown but the laws of society demand that every man shall contribute his share of labor before he shall be entitled to share the fruits of the vineyard. Are we willing that these human parasites called tramps should thrive and grow fat from our labors and thus violate the very laws upon which industrial society depends? While Ohio has taken the initiative in the tramp matter we do not know what penalties are assessed beyond that of incarceration. If the penalty stops here and the hobo is housed and fed for a definite term and again turned out upon society, nothing has been gained. Of our personal observation we have seen a score of these Wandering Willies all well housed within a warm apartment of a police station, and have heard their expressions of gratification upon release and know that they prefer a nice warm comfortable jail in the winter time to any kind of labor. Of the most effective penalties yet imposed we believe that the stone-yard stands first; and while we do find these institutions patronized, unwillingly however, the cities who maintain them are less annoyed by tramps than those who foster them by offering good lodgings and permit them to beg about their streets.



If the public will awaken to the peril which threatens us through permitting these human vampires to multiply in our midst there will be a stone-yard or some

other equally effective compulsory labor institution erected within the boundaries of every city in the United States.



### LOVE SUPERIOR TO SCIENCE.

The noted criminologist Dr. Arthur MacDonald whose writings have attracted such wide spread attention, chief among which are "The Abnormal Man," "The Criminal Type," "Child Study in the United States" and his "Abnormal Woman," which raised such a storm of adverse criticism that it was withdrawn from the market, has undergone a change of sentiment on the subject of the professional woman's duties after she becomes a wife—a change influenced by the same little archer that pierces the hearts of the proud and the humble, the learned and the unlearned. The doctor openly advocated the belief that woman should have the same privilege as man after marriage and not be compelled to abandon her profession or study to engage in household cares to the exclusion of her practice. It is refreshing to read his expressions after having become the victim of one of Cupid's darts, as they give evidence that the winged little myth is not to be outdone even by our most scientific reasoners.

He is now engaged to marry a professional woman, Dr. Ella B. Everett, chief resident surgeon of the women's hospital in Philadelphia. He says that he now believes that the home duties are sufficient to fill the time of even the cleverest professional woman when she marries and declares the rearing of a child to be the highest, noblest work in which a woman can engage. The doctor has long been recognized authority on love and marriage and his earlier observations made when he studied the subject as a cold-hearted scientist places his sanity in question now if his previous standpoint is to be considered scientifically true. He said:

"We may call love a certain mental and physical state in which we are lost; thought, feeling, duty, the past, the present and future—everything in us unites with the single idea of another being."

"Love is one of the most prolific causes

of mental, physical and emotional aberration. It, in fact, so often lacks what is properly called common sense that it is hardly a misnomer to call it the insanity of love."

Since the doctor had taken on this violent form which affects the mind and deprives us of "common sense" his early counsel loses much of its effectiveness and lends strength to the belief that argument based on theory does not always prove facts, however well demonstrated and supported by scientific reasonings. The view now taken by the doctor is:

"You can't be scientific in aesthetics," he said. "It would be out of taste. Science in love is not to be thought of for a moment. It is only one phase of life. Art itself is for the sake of beauty. Dissect a lily to find its component parts, and it would lose its beauty. It is so with love. You cannot choose people who are so perfectly adapted to each other that they form the perfect one, thus hoping to uplift the human race by means of marriage under the best conditions. You must let love have its way. Science must stand aside for art's sake. Make the world better by taking care of the children. Nine-tenths of the people in prison would not be there were it not for their conditions. Inherited traits are not so strong in their influence for evil as are the conditions surrounding the young. Improve these, and you will uplift the world. Do not for a moment imagine this can be done by attempting to improve on nature's methods in the selection of husbands and wives. I would not have you go to the other extreme and believe I advocate falling in love blindly, as so many do. On the contrary, I say, fall over your head in love, but leave enough of your head above to take observations. Be very much in love, but it is the part of wisdom not to part company entirely with common sense. The great law of attraction between the sexes is in the principle that like attracts like. The scientist may see good reasons why they are not adapted to each other, but he has no right to interfere. Love is superior to science. Whether the present tendency of woman to enter the professions and live a public life will influence marriage for the better

or worse is a question that cannot be answered in this century. The professional woman is doing good in the world; but it is hard to see how she could fulfill the duties of home life and continue in public life. It is hard to see how a woman having a family can do more than falls to her share within her home. I do not know of anything higher than to train a child. It is the mothers who hold the destiny of the nation in their hands. I can only state the one general Truth: That if the professional and business life of woman becomes general and interferes with the home life and the proper care of the children, the nation will begin to deteriorate as a nation. That conclusion is inevitable.

I do not agree with Dr. Forbes Windslow that it would be better for the world if there were prohibitive laws regulating marriage. Marriage is a safeguard for both men and women. They should marry when they are young. There is no safeguard for a man like an early marriage. The two are more elastic then and better adapted to struggle together. The young have lovers' quarrels, but these cut no figure. They clear the air. Older people have more judgment, thus being less likely to disagree, but I am strongly

in favor of marriage at an early age. Statistics show that there are more suicides among single than married men, this of itself being a powerful argument in favor of matrimony, showing that there is more happiness in a married than a single life. The theosophic theory of twin souls is all right. I do not believe in divorce. It tends to disorganize society, and it is to be deplored. It is the weak people who make the trouble in marriage; those who do not know how to bear and forbear."

We are inclined to agree with this latter view of the doctor in our common "mental state," and are inclined to express the opinion that the misnomer he has given that aesthetic state known as married life, was but the clearing of his vision. Whatever value may have been placed upon his opinions heretofore relating to love and marriage ought now to have a manifold value, as his experience is enabling him to study all the symptoms which have affected kings and knaves alike since the seance that occurred in the Garden of Eden.



## A REQUEST FROM THE INTERSTATE COMMERCE COMMISSION.

The secretary of the Interstate Commerce Commission has sent out the following letter, which is of great interest to all railway employes, and especially those who are in train service and exposed to the risks attendant upon that service:

WASHINGTON, D. C., Oct. 19, 1900.

"The safety appliance act of March 2, 1893, having become fully effective August 1, 1900, the Interstate Commerce Commission wishes co-operation in its enforcement. It is just as incumbent on the railroads to have safety appliances properly inspected and kept in good condition as it is to apply them to the cars in the first place. An appliance not in safe working order is a violation of the law.

"When injury occurs from coupling or uncoupling or by falling from car, or from failure to have train controlled by power brakes, or from any cause which proper safety appliances could have prevented, the Commission desires detailed information of the same. In each case the report, if possible, should show:

- "1. Name.
2. Date and place.
3. Railroad on which accident occurred.
4. Numbers and initials of cars causing accident.
5. Contents.
6. Point of shipment and destination.
7. Condition of draw-bars (including height from rail), of coupling and uncoupling apparatus, and of grab-irons.
8. If on road, number of power brakes working.
9. Remarks.

"If only a part of this information can be obtained it should nevertheless be forwarded, but the men should learn the importance of noting all details at the time of the accident.

"The attention of the Commission has been invited to the fact that many injuries are caused by gross carelessness of the employes themselves. These frequently result from a spirit of bravado or recklessness, which should be discouraged. The men should be taught that it is a duty they owe to themselves and to the

public to take all proper precautions. The railroads have, at government instance, provided costly safeguards, and it is for the men to do their part by exercising the common prudence which their employers and the public expect. In a recent case investigated by the Commission it was found that a brakeman was seriously injured by attempting to cross over in the night time between two passenger cars just before they coupled. The cars had safety appliances in good

condition; but these could not protect a man from his own lack of judgment.

"While section 8 of the safety appliance act renders the railroads liable to employes where injuries result from failure to comply with the law, it does not excuse carelessness on the part of the men.

"Kindly acknowledge receipt and offer any suggestions that may occur to you."

Very respectfully,

EDW. A. MOSELEY,  
Secretary.



### A CASE OF COERCION IN COURT.

The Boston Post contains an account of the recent test case brought before the United States Circuit Court by a member of the Order of Railway Telegraphers, who was dismissed from the service of the New York, New Haven & Hartford Railroad, for reasons which point directly to his connection with the above named Order. The suit is brought against Hugh J. Hill, chief train dispatcher of the Taunton division of that road for having violated a federal statute which is the arbitration act of June 1st, 1898. The first step taken by the defense in this case was to attack the validity and constitutionality of the act, but Judge Lowell, before whom the case was tried, overruled the objection and his decision, unless reversed by a higher court, makes the law valid.

Among other things the act provides "That any employer subject to the provisions of this act and any officer, agent, or receiver of such employer who shall require any employe, or any other person seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become or remain a member of any labor corporation, association, or organization; or shall threaten an employe with loss of employment, or shall unjustly discriminate against any employe because of his membership in such a labor corporation, association or organization; or who shall require any employe or any person seeking employment, as a condition of such employment, to enter into a contract whereby such employe or applicant for

employment shall agree to contribute to any fund for charitable, social, or beneficial purposes; to release such employer from legal liability for any personal injury by reason of any benefit received from such fund beyond the proportion of the benefit arising from the employer's contribution to such fund; or who shall, after having discharged an employe, attempt or conspire to prevent such employe from obtaining employment, or who shall, after the quitting of an employe, attempt or conspire to prevent such employe from obtaining employment, is hereby declared to be guilty of a misdemeanor, and, upon conviction thereof in any court of the United States of competent jurisdiction in the district in which such offense was committed, shall be punished for each offense by a fine of not less than one hundred dollars and not more than one thousand dollars."

The evidence submitted shows that when Mr. Hill learned that the plaintiff was a member of the Order of Railway Telegraphers, he approached him and said that his "prospects would be improved" if he would get out of the Order. In a number of other instances he tried to persuade him by "friendly advice" to sever his connection with the organization as he desired to see him remain in the service; that his promotion depended upon his withdrawal from the Order and wished to have no obstacle in the way of recommending him for such promotion. In a conversation with a fellow-employe of the office, also a member of the Order, Mr. Hill said:

"I talked with Galligan (the plaintiff) and tried to get him to drop this union business, but he wouldn't. Why do you mix up in it? You will lose your job if you do. Allen had his head chopped off, and you and Eaton are next, for Clark has a list of all you fellows who have joined."

Mr. Hill testified that he had nothing to do with the hiring or dismissing of men. It was all done from headquarters. He said that General Superintendent Clark wished to equalize the wages of the men in the office by letting a man go, and Galligan happened to be in line. He swore that the purpose of his advice to Galligan to leave the Order was to place him (Hill) in a position to recommend the young man for appointment when there was a vacancy later on.

General Superintendent Clark testified that there had been no discrimination against the members of the Order of Railway Telegraphers and that Mr. Hill had only obeyed the orders issued by him to reduce the force that there might be an equalization of wages in the office.

While the evidence submitted is of a circumstantial nature which thoroughly convinces any fair-minded man that the sole purpose of Mr. Galligan's dismissal was to get rid of him because he was a member of the Order of Railway Telegraphers, it is presumed that it was not of such nature to convince the jury of the guilt of the defendant and resulted in a disagreement, there being ten for conviction and two for acquittal. If any further evidence could have been produced outside of a direct admission of the charges, the guilt of the defendant could not be more clearly established in our mind. The several admissions of Mr. Hill making the resignation of Mr. Galligan a condition of his promotion may logically be accepted as the reason for his dismissal as well. To plead as a reason for such dismissal the equalization of wages and to pick out Mr. Galligan who "happened to be in line" may be literally true as the reason for his dismissal, but there is no

power on earth to make Mr. Hill say why the next man for promotion should be chosen as a sacrifice to equalize the wages of the office, or what that influence was which brought Mr. Galligan "into line." We are of the opinion that the same "friendly advice" which Mr. Galligan received to withdraw from the Order and upon which condition his "improved prospects" depended, as assured by Mr. Hill, brought about the situation which "happened" to put Mr. Galligan in the line for dismissal, after he had declined to accept the provision. The answer to the charges presents a most flimsy excuse when weighed with the evidence of the defendant himself and the case appears to bear out the charges set forth in the indictment from any point of view. The fact that the jury had to ask for instructions twice before they were able to render a verdict shows that that body were in doubt either as to the weight of the evidence in the case or in their understanding of the spirit of the law; in either event it resulted in disagreement.

The law was framed for the purpose of protecting employes in their rights to combine for social and industrial purposes. It does not accord anything which can be construed as a detriment to the employer in any sense, and any antagonism arising which has a tendency to prevent co-operation on these lines is nothing more or less than a disposition to crush the aspiration of labor to better its condition and to keep it in a state of serfdom. We wish that our jurors could better understand the subterfuges adopted to evade this law. We wish they could fully realize the injury and injustice done by these evasions and be able to render a verdict under the spirit of the law according to the weight of the evidence.

To our mind the charges were sustained in this case by the evidence of the defendant himself and we believe that a lack of full comprehension of the spirit of the law was the only reason why a unanimous verdict for conviction was not brought in.

### JUSTICE AS A CONCESSION.

By a proclamation of President Mitchell of the United Mine Workers, over 116,000 of the 142,000 men now engaged in the strike went to work on October 29. It has broken the largest strike in the history of the country—a strike which has been at the same time the most remarkable for its unbroken restraint and its peace and good order. The reasons leading up to the strike have been discussed so exhaustively through the press during the thirty-nine days of its continuance as to need no further comment here. While the miners have not been successful in securing everything asked for, they have established a powerful organization and have won the very important concession that their grievances will be listened to. What we are pleased to call a concession in this instance amounts to nothing but a willingness on the part of the mine owners and operators to accord to their men the privilege of a hearing when hardships have been imposed—something that the very spirit of justice and fairness demanded, yet which has steadfastly been refused them until this strike. The apparent lack of a spirit of fairness on the part of the operators has, from the beginning, put them into public disfavor and won for the miners that sympathy that wished them success to the sacrifice of any comforts we might enjoy through the fruits of their labors. The public righteously condemned the operators because their arrogant conduct was without defense of any sort, while the cause for which the men fought was a righteous one from every point of view. The Reading Company, whose mining and transportation facilities are enormous, have seized the opportunity presented in their settlement with the miners to break away from the combination, and is significant of the immorality of its previous engagement when explained by one of its officials, thus:

"We shall mine coal hereafter free of restriction and give our miners every opportunity to profit by work every day they care to work."

This assertion, coming from one of a combination whose policy tyrannized labor, is ample evidence that the labor of the

miners was exploited for the benefit of the syndicate and justifies the men in their strike.

The Philadelphia North American says that "the companies which have not yet posted notices are: The Pennsylvania Coal Company, operating mines between Wilkesbarre and Carbondale; the Susquehanna Coal Company, at Nanticoke, in the Wyoming Valley, and the William Penn, in Schuylkill county; the Summit Branch Coal Company, in the Lykens district; the Mineral Mining Company, Shamokin, and the Union Coal Company, at Mt. Carmel; all controlled by the Pennsylvania Railroad Company; G. B. Markle & Co., and Coxe Bros. & Co., in the Hazleton district; John Jermyn, two mines at Scranton, and the Lehigh Coal and Navigation Company, whose mines in the Panther Creek Valley have worked throughout the strike. All these represent 18 per cent. of the total anthracite output.

So far as coal production is concerned, therefore, the continuance of the strike against these operators, granting that their men will follow Mitchell's bidding, will work no very great public hardship. As already explained, it partakes of the nature of a collateral issue, with the union and John Markle as the chief combatants. Markle is resolute and defiant. Mitchell has accepted his challenge. To whom the laurels of victory shall go the miners themselves must now say.

With respect to the Pennsylvania Railroad's position, President Cassatt recently stated that the company had not posted any notices and would not do so until the men returned to work. They would treat with their men then and follow the general advances.

As to the Pennsylvania Coal Company, which is a New York concern, the president, W. S. V. Thorne, has not been in favor of granting any advances, alleging that the rate of wages paid at their mines exceeded that paid at other places.

Coxe Brothers & Co. recently paid their men on the basis of a 10 per cent. advance to all employes, and it is likely that as soon as the changes made necessary by the second or amended notice can be in-

troduced into their system of keeping accounts, the company will follow all others. To have posted the amended notice and to have attempted to live up to it, under the semi-monthly pay system prevailing at their mines, would have been troublesome."

President Mitchell advises the resumption of work where concessions have been made and says to the men who are willing to go back that they should be prepared to contribute a reasonable amount for the maintenance of those who may be compelled to continue on strike. The

miners are to be congratulated because of their union, because of their orderly conduct, because of their success and because of their wise leadership. Capital never blundered more egregiously than it has in this fight against the miners, and labor has seldom been led with such skill and discretion. We trust that history will record from this strike, a date which will be the beginning of a new era of permanent improvement in the condition of the miners and that petty grievances and impositions from which they have suffered will end for all time to come.



### AN UNWARRANTED DESERTION.

From all parts of the country come reports of the election of members of our Order and of our sister organizations, to public office. It certainly affords us pleasure to note these preferments. It is a flattering compliment to us, not because we have grown numerically strong to demand recognition as a class, but because the public have found in us her best class of citizens who are represented in many instances by men of rare talent and ability. It has been gratifying, indeed, to note the result of united supports in many districts.

But in one instance, however, lack of loyal support was the means of defeating a candidate for office. In this instance the candidate was urged to allow his name to be used as a candidate from a congressional district which promised an overwhelming majority. At a union meeting of railway employes he was indorsed and assured of the support of the railroad men of the state and a committee of railroad men was named at this convention to lay his name before the state committee as the choice of the united railway organizations for state senator. Satisfactory arrangements could not be reached in this connection but it was agreed that if it could be shown that the candidate could give evidence that he could control the majority of the railroad votes that he should be slated as representative from his district. With the assurances he had received this seemed easy, and time and carefully saved earnings were spent to se-

cure satisfactory assurance of that support. After a thorough canvass which was like chasing a will o' the wisp, he called a meeting of the committee nominated at the union meeting by the several labor organizations, but engagements elsewhere were pleaded as an excuse for absence from time to time until sick at heart with the hollowness of their sincerity he realized that he was drifting alone without a hope of securing the support which at first seemed to crowd itself upon him and he was forced to withdraw his name.

Not one thought of incompetency attaches itself to this Brother as a reason for the desertion. On the other hand he was most eminently qualified in every way to represent his district and bore the confidence of every railroad man in the state. His ideas were progressive and the railroad men of that state had every reason to believe that with his election they should reap material benefit through legislation; and yet, a lethargy took hold of every man on that committee who were in charge of the canvass, and permitted him to be defeated for lack of loyal support. We can only express our sincerest regrets that disinterest should so overwhelm members of our organizations that for lack of zeal and loyalty they will cast aside the very opportunity they have sought to bring about those changes in their conditions which are to be gained through legislation. The result has a far more disastrous effect than the loss



of time and money suffered by the candidate who was forced to retire from the race for lack of moral support by those whom he expected to help him. It has given the impression that organized railway labor of the state acknowledged itself defeated when called upon "to deliver the goods," and that instead of being able through the strength of organization to demand recognition, they were simply a body of disorganized men who had no common interests and whose cohesive tendencies were no more to be thought of than those of trades unions generally.

The splendid results achieved in other parts of the country through the united efforts of organized railway labor and in which the number of men employed in train service in no way compare with the

enormous showing of the state in question, at once invites the most severe criticism upon the railway committee of that state for its unwarranted desertion of their candidate whom they had put forward, and puts them in a most unenviable position before the eyes of not only the railroad men of the country, but before the eyes of the people everywhere who know that the defeat of the candidate was due to their lack of zeal. The loss of prestige is something to be regretted but we hope that this defeat will only add determination to the railroad men of that state and through this, "their first serious error," they will erect a tower of strength that will stand as a monument to organized railway labor whose magnificence will be acknowledged and admired by all.



### COLLEGE EDUCATION.

The average railroad conductor is not a man of many accomplishments, and as a rule his education is confined to the common school branches, such as are taught in the grammar department of our schools today; yet, limited as have been the opportunities of many, we find them engaged in executing the most exacting details as officials of lines with which they accepted service as brakemen or office boys. It is suggestive that idle moments were well employed, or that liberal use was made of "midnight oil," or, perhaps, both; in either event it verifies the old adage that perseverance merits its reward, and the many promotions from the ranks of late is evidence that our members are awakening to this fact and are fitting themselves to assume higher positions in railway service. Nor does their ambition stop here. The majority of men in train service are beginning to realize the value of education of a higher order and are using every effort to secure an endowment for their daughters that will be of more value to them than money. The appreciation of higher education seems to be general from the statement made by President Angell, of the University of Michigan, to the board of regents. He called attention to the

fact that in the literary department of the university, women now constitute 47 per cent of the students. He said that the rapid increase in the number of women who are obtaining collegiate training is one of the most striking educational facts of the time. Not only is the proportion of women to men in all of the so-called co-educational institutions annually growing, but the attendance upon the "annexes" and in the strictly women's colleges is swelling so rapidly as to test the capacity of the institutions to care for the students. He says that before many years the number of college-bred women in the nation will equal that of college-bred men. This statement, coming from one so well qualified to judge of the outlook for the future, certainly convinces us that effort is being made to give to our girls the same advantages that have heretofore been looked upon as necessary for boys only. The general interest taken by both girls and boys is only equalled by the constantly increasing number of both sexes who are striving for college educations, and which proves the fact parents are awake to the necessity that their children need higher educations to meet the coming conditions.

The number of students that Michigan sent to the university, the Chicago Herald says, during the last year was 2,006, or 132 more than in the previous year. "The Michigan students constitute nearly 54 per cent of the whole attendance. Illinois enlarged its attendance from 328 to 354, Ohio from 199 to 215, Indiana from 113 to 129, Iowa from 84 to 94. The women in the university numbered 714, of whom 634 were in the literary department and 49 in medicine and surgery. The increase in attendance of women is 40 over the preceding year. The ratio of men to women in the university remains as it has been, about five to one."



### CO-OPERATION IN TRAVEL.

It is well within the recollection of our oldest inhabitants since the "prairie schooner" was the only means of conveyance between the far east and the far west. When we consider the mighty energy that has been brought to bear to eliminate distance, so to speak, it reads like an Arabian Nights' tale. To those actually engaged in railway service but little thought is given the steady progress our railroads are making each year in widening their facilities and in surrounding travel with greater comforts. Our Grand Chief Conductor has elsewhere given a very interesting description on the expansion of railways, but there is still another forceful illustration we wish to bring out in an example afforded through the efforts of George H. Daniels general passenger agent of the N. Y. C. & H. R. R. and who may be considered the pioneer in advancing the facilities of travel.

The Post Express of Rochester, New York, recently gave a short account of a gentleman of that city desiring transportation to Japan. He dropped into the New York Central ticket office about one o'clock in the afternoon and said:

"I wish you'd reserve for me two berths on the Hong Kong Maru for Kobe, Japan. She sails on the 29th from San Francisco."

Mr. Kalbflesch made a brief note. "All right," he replied. "Come in about five o'clock."

At 4:19 o'clock Mr. Kalbflesch received a telegram from San Francisco. It read "2". This meant that Agent Avery of the Oriental Steamship Company had received his order and reserved stateroom 22 for the two gentlemen from Rochester. At five o'clock the tickets were purchased. They were long, slim, unostentatious pieces of paper which will carry their possessors 8,833 miles in twenty-seven days, with three changes; one at Chicago, one at San Francisco, and one at Yokohama.

Among this number is a fair representation from the families of conductors, and it is with a feeling of mingled pride and gratification that we look upon these efforts to secure for our children those advantages that will fit them to fill positions of trust and responsibility. We hope that the value of college educations will be more generally appreciated among our members and that effort will be made everywhere to increase the number who now represent our conductors. It is a legacy that cannot be stolen from them, and is of more value, a thousand fold, than the sum spent in securing it.

While many of us realize the enormous influence of our railways in opening up a new country or in expanding interstate trade, it would be hard to conceive what the future has in store with the perfection of co-operative traveling accommodations. Slow trains with long stops have given way to luxuriously furnished trains which cover hundreds of miles with but one stop for each "century" run. Mechanical appliances supply lubricants for the bearings of the machinery and convey water to the tank of the engine without stopping. Yet all these things are but local in nature and can be said to contribute to the comfort of the passenger only while traveling at home and while in direct communication at all times with our friends. Co-operation with ocean-going steamship lines, which have also made luxury and comfort of travel a study, complete an arrangement to deliver us in many parts of the old world without the least discomfort.

These advantages are directly attributable to the expansion system of our railroads and show them to be as active a factor in extending our interests abroad as they have been in extending them at home. Another ticket sold at the Rochester office had for its final destination, New Zealand, which carried its possessor 13,000 miles. When we consider the influences which have been the means of practically uniting us, not only as people of a community, but with the entire world, we cannot help but express amazement at the results that have been achieved within the past fifty years. The rapid progress being made by our railroads cannot be fully appreciated by any of us. Constantly changing conditions and sharp competition demand the adoption of newer methods that are constantly improving the service and we adapt ourselves to them without appreciating the pace we are making toward establishing a new era in railroading.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

Our summer over, and everyone returned from their holidays. Division 78 is looking forward to its winter's work. Our President, Sister Anderson, gave an "At Home" on the evening of Oct. 16, and we had many of the Brothers and their wives present. If our conductors only knew how pleased we are to have them attend, and how much it would encourage us, I am sure they would make a greater effort to spend an occasional evening with us. So many of our railroad people seem to misunderstand the object of our Auxiliary, and I believe some of them even go so far as to think it a school for scandal; but that is far from our minds and our object is to discourage rather than encourage unkind thoughts of our railroad people.

We like to bring our conductors and their families together that they may be in touch with each other and extend the sympathy we know they feel in sickness and sorrow. We feel our Ladies Auxiliary gives us the opportunity to do this, as before we had our Auxiliary we were strangers to each other, and had no way of knowing who were ill or in trouble.

Brother Riley having been transferred to Belleville, our Sister Riley felt it wiser to withdraw from our Division. We were sorry to lose her, for though through ill health she has not been able to attend our meetings for some time, still we felt she was one of us. Sister Harris has transferred from Division 78 to Pine Bluffs Division. Our loss is their gain, for I know they will find her a good, faithful member, as we have. Sister Ely, of Detroit, put us through our inspection last May. I don't suppose she found us very clever, but we thoroughly enjoyed her visit with us. We were sorry not to have been able to arrange a meeting when our Grand President passed through Canada on her way home from Portland, but it was during our exhibition when we are all so busy and our homes full of visitors, that it was impossible to get our members together on such short notice. We hope, however, to be more fortunate the next time our Grand President passes through or comes to our city.

The good wishes of Division 78 to THE CONDUCTOR and our Brothers and Sisters all over the continent.

MRS. J. T. SMITH.

Toronto, Ont.

Editor Railway Conductor:

L. A. Division 40 is still alive to all that's going on and doing very good work. Our Division resumed its regular meetings after the summer vacation, on Thursday, October 4. It was an unusually interesting meeting on account of our Grand President, Sister Moore, being with us. After the regular order of business was gone through some of the new work was taken up, and under the careful instruction of Sister Moore was also gone through with in a very satisfactory manner, after which meeting adjourned until the following day, Friday, October 5, when we again assembled in our Division room, and with our Grand President, worked until six o'clock. One interesting feature of this day's work was the initiation of two new members. We are always very much pleased to do this part of the work as every new addition helps to swell the Auxiliary. Mrs. Moore spoke very encouraging words to all present and seemed well pleased with the manner in which our officers performed the duties assigned them, but our correspondent could not conscientiously take any of the praise on account of not being able to do her duty through sickness in the family; but until another more capable is appointed she will endeavor to do a little so as not to wholly discourage the Sisters who so kindly elected her to the office. But to return to Sister Moore: She urged the members to be more regular in their attendance. She said the success of all Divisions depended on the interest taken by all the members, and I think we will all agree with her in this. If we could only remember her earnest entreaty no doubt the closing of each year would be crowned with success. So many of us start out with good resolutions, but before getting very far some little incident occurs and our resolutions fall through. Our home duties seem so many that we sometimes forget all about our socialities and for a while we are buried in oblivion. I do not say this to all, only to the stay-aways, which includes your correspondent. Let us, Sisters, one and all, in the future show up our true colors and endeavor to do all the good we can to those around us; and above all let us try and preserve the air of harmony for which our Division has always been regarded as A number 1. Before closing the meeting Sister Moore gave, in her able manner, a very pleasing address, and whe

meeting adjourned that day I think all present had learned more than we had anticipated learning in such a short time. Thanks to Sister Moore. And may it not be long until she is with us again.

At 6:30 we repaired to the banquet hall, where a delightful luncheon was served by a committee selected from amongst our ablest workers. Mrs. Moore was called upon for a toast, and as ever, responded in her most pleasing manner. Our President, Mrs. Van Scoter, also responded to a toast, also our visiting Sister, Mrs. Allyn, formerly of Albany Division 36.

Sister Moore before leaving us spoke of the new school of instruction, and requested the members to give it consideration. We will try and speak of this later. Altogether, we had a very enjoyable time with one exception, we missed Sister Florin, who, on account of her sad affliction, the loss of her dearest friend on earth, her husband, could not be with us this time. We miss her very much, for when there was anything to be done in the line of work she was never seen on a rear seat. But we do not miss her for the work she done, we miss her for herself alone.

With an adieu to all, Sister Moore departed to the home of Sister Keating, who is always happy to entertain her when she favors us with one of those little visits, which are so much enjoyed by all.

CORRESPONDENT 40.

Buffalo, N. Y.

#### Editor Railway Conductor:

On account of the absence and health of our correspondent I will write a short letter that our Sisters will know that we have not dropped out. But as she has just returned from a visit north and much improved in health, we are liable to have a "double header" this month.

Our Division is in good condition and we are taking in new members. Now that the weather is so pleasant the members should all come out regularly and renew their interest in the work and help make the meetings more interesting. Our President, Sister Watson, has moved to Kansas. We are sorry indeed to lose her, but the best of friends must part. Before she left the Sisters made her a surprise visit and were very pleasantly entertained. A delicious lunch was served in the meantime. The Division has presented her a beautiful emblem pin as a token of their love.

We trust that this last quarter will be the most pleasant and profitable of our year's work. Let us all pull together and make it the best and do some good work for our Order.

MISS NIGGER.

Denison, Texas.

#### Editor Railway Conductor:

Is it not wise for us to be thinking what we propose to do for the good of our Order for the coming year? Now is the time to make a start. Remember the prosperity of your Division depends upon individual effort. Everyone is expected to do something to promote its interests. How can you do it? It may seem a little matter for you to commit the charges to memory or to make your presence felt by "talking in meeting" and doing other things essential in Division work, but do try to do something for the promotion of the cause

and the result will astonish the most timid. What is the object of the obligation administered by the Order at its altar? Is it meaningless, is it simply a "sounding brass or a tinkling cymbal," or does it represent the inward desire or inclination of an outspoken sentiment? Is it not a pledge of honor? It means, if we mistake not, the betterment of the obligated by educating us to keep from slandering "and to live in love and charity with all Sisters." The obligation of a fraternal order is no less binding than that in a court of equity and law. "To err is human; to forgive divine." He who forgives will be forgiven. Let us then cultivate the purer and better qualities of our nature and show our fraternal charity by our deeds of generosity and fraternal forbearance.

I am pleased to announce that Sister Nims is convalescent after a spell of sickness of about four months. We hope to soon have her with us again. There is also another Sister missed very much every meeting—Sister Quinn—she having moved to Jackson, Michigan. We hope to see her soon at the meeting. We are looking forward to a visit from the Grand President, Sister Moore.

Ah, friends! some tender wish I fain would voice, some greeting send to bring thee greater cheer; some hope to breathe to make thy heart rejoice, to bid thee God speed through the coming year.

MRS. R. W. PECK.

Lima, Ohio.

#### Editor Railway Conductor:

The members of Division 52 have enjoyed their vacations, but many absented themselves from the Division on account of the extreme heat. Now we again assemble ourselves with new zeal and energy for the coming winter months to do what we have pledged ourselves to do. To do good not only to ourselves, but to the whole Order we are connected with. I regret very much my removal from the city of Port Jervis, as it compels me many times to be absent from the Division room, but hope to be present as often as possible.

Sister Robinson, of L. A. Division 133, Sacramento, Cal., visited our Division a few weeks ago, and we were very much pleased to meet her. She gave a very interesting talk about Division 133, which we appreciated very much. We hope you will come again, Sister Robinson, as you are always welcome; the same to all Sisters. We are pleased to meet them all.

Our Grand President was with us Monday, Oct. 1, and inspected our Division, which was very much in need of the inspection, and now we feel qualified to meet any who come our way, as we were helped very much. We had an afternoon session and a banquet in the evening in honor of Sister Moore, to which the Brothers were invited, and all had a very fine time. It is our duty not to forget the words of good that we received from our G. P. May we make use of them and resolve to do more in the future than we have in the past. Sisters Reynolds and Ferson have also removed from us and we miss them very much as they were a great help to us. Sister Reynolds was our musician and Sister Ferson our insurance agent. We hope to see their faces often in Division.

Along the railroad of life a great many blocks confront us and the good conductors are not the

only ones who meet with these perplexities. If we are united in friendship and truth we will move forward to better and nobler purposes and our Division will continue to prosper.

Port Jervis, N. Y.

MRS. G. GIVEANS.

Editor Railway Conductor:

None of L. A. Division 148 have gone to the fields of ether, but are all on terra firma and our Auxiliary has moved with flying colors ever since we organized. We only have twenty-six members, and though strangers when we met, have formed ties that will forever bind us together in Sisterly love. There are a few others whom we hope to have in our Division in the near future. We have two business meetings and one social meeting each month. We gave a ball and supper July 4, which was quite a success both socially and financially.

A few weeks before the ball we were the recipient of a beautiful writing desk, the gift of a number of O. R. C. members of Colorado City and Colorado Springs. In August we were visited by Grand President, Sister Moore, and President, Sister Holebrook, of Division 41. We gave a reception in their honor, to which the O. R. C. Brothers were invited. Quite a number responded and seemed to enjoy the event immensely. We all regret to lose Sister Mattingly who resigned her office as Secretary and will leave the city on account of poor health. Last evening she was enticed to Sister Bates' where most all the Sisters and a goodly number of the Brothers had gathered for the purpose of surprising her. To say the least, the surprise was complete and I am sure I never saw "grown up children" enjoy themselves more than on this occasion. We danced until the "wee sma' hours," so if my thoughts are somewhat disconnected, please remember that yours truly "didn't go home till morning" and lives in hope that the first of the year you may have a correspondent who will be better able to entertain you.

MRS. VERA INGHAM.

Colorado City, Colo.

Editor Railway Conductor:

Looking over THE CONDUCTOR and finding so many cheerful letters from our Sister Auxiliaries brings to my mind very vividly the fact that nothing has been heard from L. A. Division 109 for some little time. We are getting along nicely and have very good attendance as a rule, although at present quite a number of our Sisters are off enjoying the healing water of different summer resorts, but will soon return feeling bright and happy to take up the work in real earnest.

At our last meeting we initiated two new candidates and the Sisters, all eager to show their interest in the new work and to extend to our new members the right hand of fellowship, turned out better in number than usual. We are not quite asleep socially either. On the 3rd of August was the third anniversary of L. A. Division 109 and in celebration our president, Mrs. Hunter Rutland, entertained in a royal manner. Feeling my inability to comment creditably on the grand occasion, I will send a copy of a clipping from the paper.

"The Rutland home was on last Friday evening

the scene of one of the most brilliant social events of the season, the occasion being the celebration of the third anniversary of the Ladies Auxiliary to the Order of Railway Conductors.

"Mrs. Rutland having presided over the lodge from its infancy, it seemed most fitting for her to arrange some plan for its entertainment, and well may it be said, that no one could have excelled her in the attempt. An elegant luncheon was served in which there was every evidence of the hand and eye of an artist.

"The colors of the lodge, green, white and red, were used for decoration and the cut glass and china seemed fairly to glisten under the soft mingled reflection.

"A very unexpected feature of the evening was the presentation of a handsome Order pin by the ladies of the lodge to their president, Mrs. Teeter, in a few well chosen words, telling of the value and esteem in which the president was held both personally and officially.

"It would be robbing the violet of its perfume to make mention of the evening and leave out the names of the hostess' two little daughters, Misses Lucile and Belle Rutland, who assisted in receiving, thereby adding a charm of youthfulness to the otherwise somewhat settled atmosphere. The hour for partings sped all too quickly and each one felt that the souvenir, a white carnation, the emblematic flower of the lodge, immortality would have been useless had it not been for its real beauty and significance, for there is no one of us who would need a souvenir to keep the memory of such an evening green."

We are sorry to note that Sister Rutland is very ill but hope she will soon be well again.

Meridian, Miss.

A MEMBER.

Editor Railway Conductor:

I would like to ask a few questions through the CONDUCTOR in regard to the disabled railway men's home. Seek and ye shall find; ask and it shall be given—that is what the bible says. So I will try and seek the desired information through THE CONDUCTOR. There are a few Brothers as well as Sisters who object to doing anything to help the disabled railroad men's home. They say anyone can go there and they don't propose to keep all. There are good and bad in all classes or unions and in all kinds of business and even in our churches, but we must not judge lest we be judged. I am surprised to hear anyone speak of the home in this light manner. I am of the understanding that no one is admitted except members in good standing of the following Orders: O. R. C., B. R. T., B. L. E. and B. L. F. As there seems to be a misunderstanding will some one kindly give full details through THE CONDUCTOR how members of the home gain admission? I for one would much rather my husband would help to keep a Brother at the home than to put his hand in pocket every little while for money for the Division to deal out to some disabled Brother, for if he is at the home he will have a good clean bed, clothes, plenty of good things to eat, good company and pleasant surroundings. I anxiously await the desired information.

While I am writing to THE CONDUCTOR I will say a few words about our Auxiliary, as I have not seen any correspondence lately. Division 134 has

been very successful and has done a great deal of charity work. It will be a year to be recorded. Our noble President, Mrs. Olive Noble, has been right at the head and has filled her office up to date, always out looking after the sick and helping each and every Sister of the Division. She has not stopped to think of her own little pains and aches. She has a good, faithful horse, "Jim," and I guess Jim wishes there was no Auxiliary, for he has done a good deal of Auxiliary work. Well done thou good and faithful servant Jim. Our Auxiliary teas have been a little slow but we have them, and some good times. Our President gave a "mum" tea at her home on September 28th from 4 to 7 p. m. Her home is small but you know the old proverb, "good things come in small parcels," and that applies to this case. At four o'clock the guests began to arrive, the first to greet the eye was "mum is the word," on the screen door. Wherever you went not a sound of a voice was heard. Do not say the ladies cannot keep silent for I counted four in the parlor that I know did not speak for two hours. I will not say they were all Auxiliary, Ladies. Some talking was done but not with the tongue. Some of the Sisters would pass for deaf and dumb. They could talk with their hands. Some of the Brothers came that had to put sticking plasters on their mouths and some of them had pencil and paper. They must have thought they were out checking up tonnage. I can assure you it was a punishment to the Brothers but as the clock rang out the hour of six the guests were invited to the dining room by Mrs. McClary where they were seated at the long table at which Mrs. J. C. Mead presided. Mrs. O. D. Chance presided at the lemonade bowl and Mrs. C. A. McClary presided at the four tables in the parlor. The tables were beautifully decorated with cut flowers and the decorations in the dining room and parlor in red, white and green, emblematic of the Order. Wherever the eye rested the word "mum" was artistically decorated. The napkins were yellow, with three links, red, white and green. The clasped hands were missing but that was given in person. The menu consisted of ice cream, devil's food, angel food, layer cake, grapes and something called "tangle breeches." The ice cream was served in a sherbet glass in the center of a beautiful yellow rose. The peanut walk was interesting as well as an amusing feature of the evening. A prize was offered for the gentleman or lady who could walk across the room three times and arrive at the starting point with the most peanuts on a silver knife. Mrs. O. D. Chance was the lucky one, arriving at the destination with her tonnage, seven peanuts. The prize was six sherbet glasses and tray. Oh, if you could have peeped into the kitchen and seen Brother Noble handle the ice cream spoon! You would thought him an old hand at it and up-to-date dishing ice cream. He kept the three ladies busy who were looking after the wants of the Sisters and Brothers. I think there should have been a prize for the one who ate the most ice cream for it was the finest of the season. There were a number of visiting ladies and visiting gentlemen. As the time of departure came each lady was given a yellow rose and all declared Sister and Brother Noble royal entertainers and

hoped they might soon give another tea for we are sure of a good time when they entertain.

Palestine, Tex.

McCLARY.

Editor Railway Conductor:

One day nearly two years ago, a company of "good men and true," assembled in a public hall in Albuquerque, New Mexico, and, with the assistance of several Brothers from Las Vegas, effected an organization which they named "Albuquerque Division No. 389." They started out with quite a number of names on the roll, and the prospect of having, in the near future, one of the most active, go-ahead lodges in the west. What has been the outcome of that organization? What has become of their correspondent? If the thoughts of seeing his name in print is so terrifying he dare not make the attempt(?) is there not one other in all that company of intelligent men with sufficient courage to at least let the Brothers and Sisters know their attempt at an organization was not wholly a failure? Fearing some may infer from their silence that such has been the case, and that the organization has disbanded, will you allow a Brother's wife to remind them of their duty, by telling you Division 389 has been a success in every respect?

I am sure the fault has been, not lack of interest on the part of the members, but probably a reversal of the motto, "Never put off 'till tomorrow what can be done today," or, perhaps, the Brothers have all fallen into the habit of my John, who, when I suggest the necessity of writing a letter, invariably replies, "O, you write for me, I'm all out of practice!" Now, I understand what these same Johns would think if our duties were reversed, and, if, after a long day's work of caring for babies, sewing, washing, baking, putting up fruit, entertaining a caller or two, and the thousand and one duties which it is a woman's lot to perform, we should ask them to attend to our personal duties in addition, while we sat comfortably by, smoking a cigar. I am not complaining or finding fault; no, indeed! I want only to start the Brothers to thinking, trusting that a word to the wise will prove sufficient, and that next month we will find in the columns of THE CONDUCTOR an interesting letter from one of 389. I am quite positive all are anxious to appropriate all the good things found in the Fraternal columns, but does it not seem just a little selfish not to be willing to contribute one's share, no matter how small? Why is there not an Auxiliary in Albuquerque? We can very readily see from reading the letters in the ladies' columns that an Auxiliary is not a benefit to the ladies alone, but a strong incentive to the Brothers to be up and doing. I have never had the pleasure of belonging to an Auxiliary (never having lived where the ladies were organized), but I am positive not one of the Sisters waits more anxiously for the coming of THE CONDUCTOR, or reads with more pleasure the letters in the Fraternal columns.

Conductor Donohue is back on his regular run, having changed last month with Conductor Dascomb, in order to have a longer layover at home during his wife's serious illness. All who know Mrs. Donohue will be glad to hear of her recovery.



W. C. Miller, who has been in the Las Vegas hospital the past two weeks, is again on duty.

There has recently been a change in the management of the Rio Grande division, a gentleman from the east having accepted the position of assistant superintendent, vacated by G. E. Ayer, and as all changes are supposed to be for the best, all look for a decided improvement. The new superintendent being an experienced conductor it is to be hoped he will sympathize with the trials and tribulations of the railroad men, and not attempt to drive them like so many beasts of burden.

As this letter is intended merely for a reminder to some one of his duty, I will make it brief, and close by asking the Brothers of 389 if each one's conscience is clear on the subject of lodge attendance? Remember that as our lives are what we make them, so, also, are our Divisions what we make them. Let each one consider attendance in Division a personal duty and one cannot fail to notice the pleasing result.

SUBSTITUTE.

Albuquerque, N. Mex.

Editor Railway Conductor:

Auxiliary 92 has not been idle, but your correspondent has been sick, and consequently not posted on what was going on. We still get some new members, but some of our Sisters have dropped out and others are not interested in the good work as they should be, and a faithful five can't do it all. But I hope when cooler weather comes and the busy days of the fall work is over, that the Sisters will all turn out again and do all they can to lend a hand in this great work. On the 16th of July the Sisters and Brothers visited your correspondent in a storm party on the fifteenth anniversary of our marriage. All had a lovely time. It certainly was a surprise to us, and I will say, all come again and we will try to be on the lookout for you the next time.

We expect to have a social on our next meeting day at our hall, after adjournment, for our Sisters and their families. We expect to have a social good time. We do wish we could have some of our Sister lodges come and have a good time with us. We would enjoy to have them all with us and have a good time in general. I don't suppose that there will be many of our husbands to meet with us, because they are never home long enough to eat a good, square meal at meal time. There may be a few of them lucky enough to be in that long, but not many of them. Well, I expect this will be my last letter to THE CONDUCTOR. I do hope our next correspondent will do a great deal better than I have done, so I will say farewell to all, with best wishes to all Divisions and love to all our absent Sisters. Let us feel it is a personal duty of each and every one of us to work for the good of the Order. We expect to add a number of new members to our Division soon.

Vilas, Pa.

MRS. D. C. REMINGER.

Editor Railway Conductor:

We have been giving a little cheer to our friends, at the same time replenishing our treasury, by having started a series of dancing parties on the first Saturday of the month, which have been very successful. The second was given October 6. On October 25 we had a grand anniversary ball. The

committee spared no time nor expense to make it a complete success. September 12 the Sisters exemplified the new work for Sister Plumb, who was on her way to Tucson to reside, and Sister McClure, who is here visiting from Oakland. After the meeting ice cream and cake were served and a very pleasant social hour spent with our visitors.

Division 84 has never been in a more prosperous condition than at present. We have four initiations for next meeting and expect more soon. The only question on which our Sisters need arousing is the insurance. Why do they not take more interest in the matter to provide for the dear ones when they are no longer here to do so themselves? I see the O. R. C. have set aside one day in the year for memorial exercises in honor of their dead. I am going to suggest through THE CONDUCTOR that the Auxiliaries do likewise. I would like to hear from other Sisters on this subject. With best wishes for all.

MRS. H. S. KINCH.

Los Angeles, Calif.

Editor Railway Conductor:

Do the Sisters near and far wish to review with me our trip alluded to in last letter? If so, to open our narrative, will say, that on account of our state fair, with guests to entertain, I was obliged to omit the meeting held on Tuesday, Sept. 4, hence lost the pleasure of voting on our outing up among the hills of old New Hampshire. Tuesday, Sept. 25, was set to be a red letter day for Division 93, and for a good time I think it did eclipse all former records. The early morning hour, 4 o'clock, found us stirring to catch the 6 a. m. train. Ten wide-awake Sisters boarded the cars at this station and under the genial and obliging care of Brother Conductor Eastman, who pointed out places of interest, we landed safe in Plymouth, where, after a short halt, Brother Hull took us in charge and I judge he rather enjoyed our ribble-rabble, because he wore a smiling face all the while and was also devoted to our comfort. By the way, compliments were in order that day, Brothers.

We were reinforced at Plymouth with nine more Sisters of our own Division, and one at Woodstock, making twenty in our party. On alighting at North Woodstock, we found our conveyance in waiting for our ride of ten miles by carriage. At this time, 9 o'clock, we all declared the weather perfect, clear and balmy—no wind, which favored half of our number climbing to the top of the six horse tally-ho, while the others filled the seats in carriage No. 2, also drawn by six horses. It was a jolly crew indeed, and to say we fully appreciated the day and grandeur of the ever changing panorama in this mountain region, goes without saying. As we ascended, the air was bracing and sharpening our appetites for dinner, which was ordered at the Flume House to be ready on our return back, as we now had five miles farther on to the Profile House. After exchanging greetings with guests, we passed on to yet greater heights and more wondrous scenes, one of which was the basin through which the Pemigwasset finds its way, murmuring its peaceful lullaby; an exclamation from one turned our attention at once to the Old Man of the Mountain, with no clouds on his brow. He looked out in bold relief as a sentinel placed

there by nature's God, the impress of which can never be erased from one's memory, but I won't dwell on these masterpieces of nature only to inter eat, as we were being. Profile Lake is here also, while a little farther on is Echo Lake and Profile House. But time is limited, so we turn back for dinner, which not being quite ready, we hurry to visit the Flume, which, in sublimity, cannot be described. Dinner over our drivers hastened us back to train without a mishap, for which, if not too late, we extend our vote of thanks to the knights of the reins. We were at once speeding over the rails, arriving home at 6 p. m. Now, don't you think that we got all the good out of that day that could be had from 6 to 6? Those who could not go missed a rare treat, although it was new to only a few.

The next in order is a sociable on the eve of next meeting. We are invited to Sister Cole's. We should get together and organize for some good work for these winter months. We have our unfortunates, who, perhaps, are in need of sewing to be done. How easily we might help over the hard spots in life which come to every one.

As our trip was mostly up grade we felt we needed more (Cole) on to give (Head) way to our conveyance. Our towering (Maston) tally-ho carried our prevailing signal (White) on which we very much relied and felt our safety depended. We apprehended no intrusion, however, from (Dearborn) in that vicinity, yet we realized (Howe) unprotected, even by the (Knight) of the reins, but fortunately we had (Carriers) aboard who were ready for any emergency which might arise, then we (Woodbury) all fear of danger and turn our thoughts to (Hoyt) coffee and spring Lamb with (Brown) sauce in waiting for us. I also observed our run up the Flume did not prove us all (Walkers) but we got there just the same. (I hope the editor will accept and insert with lenity this contribution.)

MRS. L. C. FLANDERS.

Concord, Mass.

#### Editor Railway Conductor:

The chronicler of events of Division 44 has been aroused from somnolence to a sense of duty by a realization of the approaching decapitation and few remaining opportunities for entering the "home stretch." It is, with complacency we look back over the declining year, which has been a prosperous one, and review the results effectuated by each attempt to promote the cause for which we are in existence. The fact that the enlistment upon our sick roll has been greater during this than any preceding year, has been a source of deep regret, but one through which charity has been truly manifested. Sister Beam, well known to many of the readers of THE CONDUCTOR, has long been a victim of suffering, despite the employment of all available means of relief. A western trip was advised, from which Sister Beam has but recently returned with no apparent benefits derived. The sympathy of the Division goes out to our afflicted Sister and the ardent hope of a speedy restoration to health. Brother and Sister Gibson have been under the physician's care for many weeks, from most recent intelligence we are pleased to state both are improving. Sister Lock-

ard, who guards our doors, has, through the cause of sickness, been absent for several meetings. We hope she may soon be able to assume her usual position. Considering the necessity of the absence of a large number, together with the extreme heat of the summer months, our attendance has been unusually good. Enthused by a desire to increase our membership, our Sister President announced her intentions of awarding a prize to the Sister presenting the first petition for membership, also to the Sister presenting the greatest number during the year. Sister Morey meriting the first prize, received a handsome pin cushion, and no doubt the entire membership is striving for the victory in the latter contest.

The coming of the cooler weather has produced the resumption of the customary card parties, the first being given through the kindness of Sister Whitaker at her home on the evening of Sept. 27. As usual, her spacious rooms were filled to their utmost capacity, and, needless to say, all returned home declaring an enjoyable evening had been spent. Sister Stagg manifested her hospitality by kindly entertaining on the evening of Oct. 23, with the usual success. These parties are becoming very popular, which consist principally of members of the L. A. and O. R. C., and always being assured of a pleasant time, but a few days is required after the announcement to fill any ordinary sized home. To our foreign members, we would be pleased to extend a hearty hand clasp, and although distance prevents your participations in the meetings, we are reminded of you often and regret of never hearing your response to roll call.

Detroit, Mich.

MRS. C. W. HITCHCOCK.



#### Editor Railway Conductor:

Misfortunes never come singly. I have had my share in the past three years, my husband being afflicted with a cancer. He was a patient sufferer until death relieved him, although it broke up our family circle. He was so devoted to his home and family, but the Lord doeth all things well, may we all meet in a better world never to part again. I also lost my dear mother April 4, although I will have to be reconciled and hope for brighter days to come. I also have sickness at the present time. Oh, dear Sisters, I hope you may not have the trials and tribulations I have had. I have been unable to attend meetings regularly, something I never neglected, but I hope I may be of more benefit next year. I love to attend meetings, something every Sister ought to be interested in and take an active part. Don't depend on only enough to fill the chairs, every member should attend unless sickness or death prevents. I hope we will have a better attendance. The fall is here and there will be no excuse as the weather will be pleasant and fruit canning is through with, so all come to meetings.

L. A. Division 19 is not increasing in membership as it should, having only taken in one member. I hope there will be many more to follow. I am sure we would like very much to use our banner often in initiation. I hope the Brothers will urge their wives to become members of so good an organization.

Sister Baker what has become of you? I hope you are still among the living. Don't forget that

you are a member of Auxiliary 19, and also put in an appearance occasionally and let us feel that you have not forgotten us entirely; also Sisters Armstrong, Harris, Dickson, Toughsey, Bache and Kennedy. Sisters, don't lay off any longer, but come to your meetings and help to make them interesting. Sister Hitesman has returned from an extended visit in the west and I hope she will not forget that she is also a member of Maine Division. And Sister Hall, you have been absent for quite a while; don't forget your meeting days, they have not been changed. Brother Williams is rejoicing over the arrival of a bright baby girl which our worthy President presented to him. Brother Williams, don't forget your lunch basket when you go out because it is the first girl baby—you don't want all "railroaders." Brother Bache is on the sick list. Brother Grady has also been seriously ill with typhoid, but is reported better. I hope they may have a speedy recovery. Brother Schaffer is out of town and thinks of changing his residence. I hope such will not be the case, as we could not afford to lose our Secretary. Sister Schaffer has made an excellent Secretary and Treasurer and is always at her post of duty.

Sisters, you will have to wake up; our socials have been few and far between. Our sister Divisions will think we are taking a Rip Van-Winkle sleep. We will have to keep up with them, for we don't want to take a back seat. We will try to keep up with the times. The year of 1900 will soon be over; I hope the coming year will bring all Divisions much happiness and prosperity.

Chillicothe, Mo.

MRS. MARY JOHNSON.



#### Editor Railway Conductor:

Auxiliary 134 is still alive and the Sisters are all going for the correspondent for not writing. On the day of the great storm at Galveston Auxiliary 134 was preparing for a good time that night. Who said it never rained in Texas? That day it poured down in torrents and kept it up for several days. Whenever Texas needs rain, please let Auxiliary 134 know and they will bring it every time. We have never known it to fail when we have wanted to have a fine time. There is something in the Texas atmosphere that gets onto our game, no matter how quietly we go about it. The time we organized it not only rained one day, but poured down the whole four days. At the banquet, well it could not rain harder than that night. The morning we left Palestine for Ft. Worth to attend the school of instruction it rained. The day we went to Houston to help reorganize their Auxiliary it rained and rained while we were there. And on the night of September 8th we gave Brother Corbett a little banquet, it rained. Now we have made up our minds that Auxiliary No. 134 is the Texas rain maker. Now, Texas, hereafter when you need rain, call on Auxiliary 134 to give a banquet or go somewhere—you will sure have rain. So many cloudy days put me in mind of a little verse,

It's a sad old world when the sun don't shine, but there ain't no use repinin'; there's still a spot where the roses twine an' love when the sun ain't shinin'. An' the winds may blow, an' the frost may kill—it's the best old world in the country still; it's a cold, cold world when the silver's gone, but there

ain't no use bewailin'. The seas run high, but the ships sail on, an' the sailor sings when sailin'; an' the winds may blow an' the lightning kill—it's the best old world in the country still.

So Auxiliary 134 still shines on and we would not change our day for all the rain that the heavens send forth. We have nothing to repent; our love grows stronger as our work goes on. So far we have lost no interest in our work. We have had no initiations so far this year but each Sister has taken interest to meet each Tuesday, rain or shine. Our glee runs high, and our work sails on, and we sing our song as we sail along. And the winds may blow and rain come at will, we are the bravest Division in the country still.

On April 7th we celebrated our first anniversary. There again we sailed high—our colors flying through the hall. In spite of the hard rain and down-pour our hall was full and overflowing with Brothers, Sisters and their families and our invited guests. Our committee did their work well; no one could find any fault with what they did. Assistant Manager G.S. Noble had his graphophone which furnished music and was pleasing and enjoyed by all. Our musical program was good. Speaking by different Brothers and Sisters helped to pass the evening. The refreshments were grand. Our tables looked beautiful. After refreshments the floor was cleared and dancing commenced but finally ended in what is called the cake walk, Sister Anderson and Hal Noble winning the cake. By the way, Hal Noble got married this week. No more cake walking for him. Chalk line, Hal! Chalk line! You have the (sympathy) best wishes and a hard rain of rice from Division 134.

September 8th the Brothers met in their hall with Brother Corbett. Of course we did not want to know what was going on, but curiosity got the better of the Sisters and later on in the evening they thought it was about time for the Brothers to get hungry and thirsty. The Palestine water has the right color but no tone, so they knocked at the door for admittance—and just think!—the Brothers did not want to admit us until we agreed to give them our password, which was, of course, "something good to eat." The Brothers then finished up their business in short order as there being no "tonnage" until the Sisters entered then we were obliged to "double" and use "double header." The "switch engine" met the Sisters and helped us into the station where we registered, turned in our reports, and then the fun commenced. 'Tis no use to tell you what a time we had for the general opinion from all is that the O. R. C. and their wives when they meet together have good times.

We are glad to know that Brother Branch is at the front once more, also Brother Hewett, who has been suffering from rheumatism. Well, in fact, I believe all the Brothers have been sick over the word tonnage. Brothers Curlin, Breeding and Cooper and their families have moved from our midst. Good Sisters, we miss you very much. We hope you will enjoy your new homes and when you get rested from your journey please institute an Auxiliary and let Division 134 come and help you along. Brother and Sister Curlin have a sweet little daughter to brighten their home. Division 134 have been doing a great deal of charity work this summer and we were the first to respond to

poor old Galveston and her sufferers. 'Tis of no use to say anything about the great storm of Galveston because it cannot be compared with anything that has ever happened where thousands and thousands of lives have been lost and the half will never be told. At the present day bodies are being found and burned. One often thinks of the old song, "Isn't God upon the water just the same as on the land? And thus they sat in darkness, each one busy with their prayers. 'We are lost,' was what they shouted, as they staggered down the stairs, but his little daughter whispered, as she took his icy hand, 'isn't God upon the water, just the same as on the land?'"

On account of so much sickness among us all it has been very trying to get up courage enough to write. Sister McClary, I believe was the last victim to the danger fever. She is able to do the talking act and now we know she is all right.

Palestine, Texas.

Mrs. F. A. NOBLE.

Editor Railway Conductor:

At our last meeting we had a very good attendance and a lot of smiling faces, which puts me in the humor of writing again. In behalf of Division 48 we are still increasing our membership. The influence of our Order is felt all over the country. Some may ask, "why so?" Because it is composed of the best people of the whole land, whose intelligence and good principles, and best of all, true charity, is characteristic of them. Its people cannot be excelled! Did you ever notice at the opening of a national campaign the confessed love, admiration and consideration the political parasite has for the laboring masses? It makes one weary. The same old chestnut—after it is all over, don't know them any more. While guided by the grandest principles that have ever been stricken off by human pen, while thinking of the words of wisdom from those who have drunk in the beauties of our Order, as they present ideas in harmony with the human soul, while hearing the brawling of politicians and their opinions, a declaration is heard echoing from the very center of the universe affirming that the world is converging and uniting for the support of grand brotherhood and sisterhood. But the picture becomes dark to him who is a member of our Order merely for what they can get out of it. Let us hold aloft a fraternal banner, on which inspiring deeds of charity are wreathed in letters of imperishable substance and infused into the consciousness of every man and woman of our Order.

Sister Gulden, I read your letter with pleasure.

I know you had a jolly time out on the road with your husband. I am glad you enjoy the Chattanooga letters. I know it is sweet to hear from home, if only to see the name of the town or city in print. Sister Gorman, our insurance agent, is the right one in the right place. If all the agents of the Auxiliary would work as hard as Sister Gorman we would get the insurance up to \$1,000 soon, and make it the great feature of our Order. Sisters, put forth every effort to increase it. It is our duty and should be our pleasure. If we knew what hearts were aching for the comfort we might bring; if we knew what souls are yearning for the sunshine we might fling; if we knew what feet are weary, walking pathways roughly laid, we

would quickly hasten forward, stretching forth our hands to aid. If we knew what friend around us feels a want they never tell, that some word that we have spoken pained or wounded where it fell, we would speak in accents tender to each friend we chanced to meet; we would give to each one freely smiles of help and sympathy so sweet.

Chattanooga, Tenn.

LOUISE OLIVER.

Editor Railway Conductor:

This beautiful day in October all nature is clothed in autumn foliage. With new energy does our Division take hold of the great work that lies before us. We have a number of applications out, and we have had regular meetings and good attendance. We never fail in those points, and in those two is based the success of every organization, and are the surest proofs of good will and peace among us. And to all luke-warm members who feel it of little importance whether they attend meetings or not, I would say: Let every noble-minded woman study her obligations, precepts and aims of our Order. Go to Division meetings with those thoughts before speaking the best dictates of her conscience when she thinks necessary to do so, and invariably she will feel a satisfaction in herself and in others. And unless she be very domineering she will find she has learned something of benefit to herself.

To me some of our Sisters have most beautiful ideas, although each may have a different way of expressing herself, and in the broad field of debate we sometimes enter one can gain much knowledge. They are like unto the old time lyceums we attended years ago, in the little red school house. With what energy we expressed our views as the debate waxed warm. How the victory for a minute seemed lost, then our spirits reviving we could claim it at last, and closing the meeting would sing "Home, Sweet Home," or "My Country." All was forgotten and we joined in happy laughter as we homeward strayed. Now, can't the woman of today do as the school-girl of the red school house did? In the Division room be strong in your good intention and opinion. Although you may not win matters alike, do not cherish resentment, but let it be forgotten outside, and on your way home talk of "what you are going to have for supper."

In my last letter I didn't thank the Brothers of Division 7 for their thoughtful and generous donation to us—the proceeds of their Easter ball. Though late to thank you, goes to show that time does not make us forget your kindness. In June our Grand President was with us for inspection, and our reception given in the evening, was a very pleasant affair. Many Sisters from other Divisions were with us and we hope they can say the same.

On August 6th we held our annual picnic to the railroad men's home. We most earnestly thank Mr. Gardner of the N.-W. road, who so kindly each year has furnished us with special cars and transportation to and from the Home. Our Culture Club which consists of members of the Division, is flourishing, and is the source of much literary improvement. The "spirits" and the conductors and their wives gave a "Hallowe'en" social Oct. 31 at Sister Smith's. Our goat has had a fine sum-

mer vacation, but Sister Kirkhart has led him in by a chain, and we have many candidates waiting for him. And now we are working for a grand ball to be given some time next month.

Chicago, Ill.

MRS. P. M. GLENNON.



Editor Railway Conductor:

My term of office nearing its close, I would say to the readers of THE CONDUCTOR that our Division still exists and is here, I hope, to stay. Our meetings have been well attended and much enjoyed. Some, less fortunate than others, have been deprived the pleasure of attendance by sickness in their families. The writer among that number having been kept informed from time to time as to proceedings and cheered by the visits of kind Sisters who are ever ready to administer to my wants, has, in a measure, dispelled the disappointment. Death and the broad Atlantic have separated me from all earthly kin, yet I feel I have true sympathetic Sisters in my midst.

Our socials were abandoned during the heated term, though the social interest will soon spring up anew, as the weather is all that one could ask to liven up our inactivity. In the recent calamity which befell our coast cities, many homes and hearts were made desolate, and to them our hearts go out in sympathy. Truly it may be said one touch of nature makes the world akin, for how quickly responses come from all parts of this vast country. Am pleased, however, to say that not one of our little band of Sisters were among those who perished. Sister Alexandra, of Division 134, was visiting in Kansas, having left her husband at his post of duty. We can well realize her bitter anguish when the dreadful news was flashed over the country. "Galveston still cut off from all communication from the outer world," as to the safety

of her husband, Brother Alexandra. Her prayers were heard and answered; he was saved. Their belongings were lost, but how small in comparison to his life!

We expect to enroll under the banner of charity, truth and friendship, every conductor's wife who is eligible to membership. As a class we have so much in common with each other, deprived as we are of the companionship of the bread winner, we can well afford to be banded together to assist each other. Life is short; nor should we miss this golden opportunity as the season advances to form new resolutions. Let us try to bring into the fold all who may, perhaps, need the encouragement of good true friends. To the correspondents of the different Divisions, I will say that your letters have been a source of encouragement in our work and have been read and digested with great interest. Your encouragement and progress has been ours, for, as that old and true saying, "laugh, and the world laughs with you; weep, and you weep alone," so remember that when you take up your pen to write THE CONDUCTOR.

Similiarity of ideas, Sister Olliver, no doubt was the cause you refer to. Have been pleased to have Sisters Smith, of Division 28, and Langridge, of St. Joe, with us recently. Come again, Sisters, your presence was very much enjoyed.

By the time this article appears in print my term of office will have expired. I will have stepped down and out. Hope my successor will as fully appreciate the honor conferred and will be more zealous fulfilling the duties required. I extend a cordial Christmas greeting to all. Would that I could send a ray of warm sunshine and good cheer to every conductor's home in the land that would be in keeping with our beautiful Sunny South land,

Houston, Texas.

MRS. T. I. WATERS.



### DRAWN TOGETHER.

Press me closer, all my own;  
 Warms my heart for thee alone.  
 Every nerve responsive thrills;  
 Each caress my being fills.  
 Rest and peace in vain I crave;  
 In ecstasy I live thy slave.  
 Dower'd with hope, with promise blest

Thou dost reign upon my breast,  
 Closer still, for I am thine;  
 Burns my heart, for thou art mine.  
 Thou the message, I the wire—  
 I the furnace, thou the fire—  
 I the servant, thou the master—  
 Roaring, red-hot mustard plaster.

—Iowa Knights Review.





No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

I notice in the *Fraternal* columns of *THE CONDUCTOR* a great amount of discussion pro and con, relative to seniority and to the subject of our members securing situations as conductors. In regard to seniority, we fought for the abolition of it and were aided and abetted by all the officials of the leading railway lines in the country, as it was to their interest to be able to promote without incurring any trouble the best men in their employ. It sometimes strikes us, when it comes to higher promotions, we will have to submit with the best grace possible, for it was of our own doing. In regard to securing situations the only thing for our members to do is to keep themselves posted on all railroad matters and so be strictly up-to-date as to air-brake, the proper handling of trains, the handling of men, a thorough knowledge of standard rules and a general knowledge of the geography of the country. All of this can be done without any great loss of time or sleep, and while still following their profession as a conductor, for it is a profession more than a trade. Then, when taking an examination such as most roads are beginning to require, they will show that they have not only learned to run a train, but have sought to educate themselves to handle the business to the best interests of their employers. In this way we can raise the standard of our members and make them sought after as conductors.

One of our members, W. A. Brown, was overcome with the heat while on his run on the T. P. & W. the first of September, and has not been able to go to work yet, but he is improving fast and all hope he will soon be on his run again, as he is popular with the traveling public and has been in the passenger service for a number of years. Your correspondent has not been able to attend Division for some time and cannot tell you much of Division news, but it is safe to say that so long as W. W. Donley is Chief Conductor and J. R. Nelson Secretary, the best interests of the Order are looked after.

BIG FELLOW.

Peoria, Ill.



**Editor Railway Conductor:**

Permit me to preach a short sermon from the scriptural epitaph of Abraham.

"Then Abraham gave up the ghost and died in a good old age and full of years, and was gathered unto his people."

"This is one of the most beautiful epitaphs ever

written for any man. One beauty of it is that it is true. Not all epitaphs are true. Length of days by the scriptural writers is considered a blessing. Death in early or middle life was considered a mark of divine displeasure and came in the form of a penalty for sin. The hoary head was counted a crown of glory if found in the way of righteousness. One of the laws of God was: 'Thou shalt rise up before the hoary head and honor the face of the old man.' A man of proper instincts and training will always maintain a respect and reverence for the aged, and especially for the good man who is old. The aged are entitled to our sympathies and attentions. They are standing on the border land and must soon pass beyond. You may soon stand where they now stand and desire that others shall show you the same respect and kindness. There are two kinds of old age. One is to be dreaded, because it is joyless and Godless. One of the most pitiful sights in the world is a wicked old man or woman—that is one who has no regard for God or man. An oath on the lips of anyone is bad enough, but on the lips of an old man makes you shudder.

"But there is an old age that is beautiful and good, and to be desired by all of you. For there is a glory of childhood and youth, but there is also a glory in old age. There is beauty in the sunrise, but there is a greater glory in a beautiful sunset."

Brother Robinson, Burlington, Ia., says he fully agrees with me about the cross and the flag, and then goes on to argue that the flag is responsible for the sale of liquor wherever it floats. I must protest against these slurs of our brave soldiers and the flag under which they patriotically serve their country.

I will refer you to a text of Paul, Phil 1:26: "Let your conversation (life citizenship) be as becometh the gospel of Christ."

"This admonition of Paul was as though he said, 'you pride yourself on your citizenship, now be christian citizens; be true to your trust.' The Greek word he used is one from which came our English words police, politics, politicians. Paul exhorted christians to be christian politicians not back biters and slanderers. If Christians abjure politics it necessarily follows that politics becomes non-christian, perhaps anti-christian. If honest men let politics alone government passes into dishonest hands. Government is good or bad accord-



ing to the participation in it of men who are good or bad.

"It is the bounden duty of every christian to make his government the best possible. That means that in his life as a citizen he must be a politician: he must know and practice the science of government. Some must do this more than others, but all must do it some. I abhor the idea that because a man professes to be a christian he has nothing to do with the affairs of this world and lets the devil run it to suit himself. Why are you here, and what are you living for, if not to make things better? But let the christian do what he does, either in politics or out of it, as a christian; don't be a humbug. There may be embarrassing situations at times, there may be problems difficult to solve, there may be temporary indecision as to duty, but what are we here for? Why has God given us faculties for knowing, deciding, acting? He who is too lazy to inform himself or too weak minded to decide ought to resign his citizenship and moral responsibility and retire to an institution for the feeble minded. See the report of Surgeon General and Secretary of War for the United States army on canteen. Sometimes in politics a man cannot do the best he would, then let him do the best he can. There is always some party that has in it more of good than evil. Let him choose that. If he is going to wait until he finds perfection in human parties and human government he had better buy his coffin. There will be his best place to wait for such things, and he will be in nobody's way while waiting. Christ told men how to act while they were alive, and Paul told men what to do as politicians. A religion or a brotherhood that is not active in this world is a dead religion or brotherhood. Those who claim such a religion or brotherhood might as well be dead also for all the practical good they are while here.

I denounce that spirit that says, "my party, right or wrong." Men and women should exercise an independence of partyism that would make them patriotic rather than partisan. If more of this spirit prevailed we should soon relegate the professional politician and the ignoramus to where the woodbine twineth; at least that's my humble opinion.

CAPT. GEO. W. BARBER, SR.

Titusville, Pa.

Editor Railway Conductor:

Since my last contribution I have made quite a long jump (2,000 miles), landing in the southeastern portion of the Lone Star state, and I might add, the state whose laws look upon labor with most favor, the reason of which, I judge, is from the fact that the laws are framed and enacted by men who either hail from this elementary rank or are in close sympathy.

Feeling somewhat discouraged after firing off so many shots and seeing no meat fall, not that I fear an exhaustion of my supply of ammunition (for I have an unlimited supply such as it is), but thought it would be wise to cease firing for a while and allow the smoke to clear away, which would possibly enable me to get a better range on my game. From the large number of journals I find laying in a book store here unopened, I am convinced that many of my shots have missed the mark for which they were intended. However, I

land one now, and close enough to bring a yelp from a seniority advocate—like the brick thrown into the dog kennel. The hit dog will sure howl. As before stated, I did not intend firing another round until first a salute to our new president. But I can't see how I can sit still and claim loyalty after reading the article of Brother Funk from McKees Rock, Pa., without not only seconding his motion, but promising to stand by him through thick and thin on the stand he has taken in this matter. I fully agree with you, Brother, and want to add more testimony which has fallen into my possession. I consider this vital and have expressed my views often in conversation, in writing to the Grand Chief Conductor and through THE CONDUCTOR. Such a thing as doubleheading was unknown in the Division that I belong to, and my first experience with these broad-shouldered fellows was at Arkansas City, Kas., and I wrote an article from there in the December CONDUCTOR. Read it. I pointed out the scriptural reference, "Man cannot serve two masters." "If you are not for me you are against me." "A house divided against itself cannot stand." I do not take this stand from any point of malice or enmity towards the B. R. T., but purely for the the good of the O. R. C. As long as I remain in the train service I expect to belong to some of the orders if tolerated, and of course I want to belong to the one that pays best and requires the least expense. This I think the O. R. C. offers. It gives more insurance for less money than the B. R. T. I dare say if I were to approach the O. R. C. members who held membership in the B. R. T. and ask why they did it, a large majority would say for the insurance. At the same time I find many carrying only one thousand in the Conductors (just what they are compelled to carry in order to become a member), when many could have been carrying five times that much: now this is poor argument. I would much prefer believing the old saying, "some join the B. R. T. to eat and the O. R. C. to ride." From the fact that you have paid into the B. R. T. insurance treasury for a number of years it does not stand that you can draw any of it out unless complying with its contract. No luck about it—"where I lost it, there I'll find it."

I next had my attention drawn to this double header business at Tucson, Arizona. Members stood on their hind-legs in the open Division and accused each other of carrying water on both shoulders. Others made talks what we (B. R. T.) want, and one went so far as to tell me that they were then having a "love feast." I should have been there sooner, things were much warmer. He never attended without shoving his gun down in his pistol pocket in anticipation of trouble. Now isn't this a nice state of brotherly love to get into?

A B. R. T. conductor once accused me of not liking the B. R. T. I replied that he was mistaken and assured him that I cherished none other than the kindest feelings, and had gone so far once as to try to organize a lodge. I asked him if his order did not favor strict seniority. Of course he had to admit it did. I asked him if he did not prefer running to braking. His answer was yes. Then I asked him if he should lose out where he was would he go to a strict seniority road

for a job as conductor, knowing he would have to fall in behind even the student and brake five or six years. "No," was his answer. Then why do you people advocate seniority so strong? Now the thing is just this: You are manufacturing a rope to hang yourself, as the foreigners did with the Chinamen, made guns and sold to them, and they had no other use for them save to practice on the "Gringos," and when Mr. Seniority loses out (which is liable to occur to the best of us) he will not only smell the hemp that he has helped to weave into his death gallows, but he will then feel the force of what I say—seniority as applied to braking is against the conductor's interest. While I am no prophet nor a son of a prophet, yet I feel like sounding this as an alarm, that our next Grand Division may take this matter under advisement and follow the smoke of the grand division of engineers. Figuratively speaking, we have followed their smoke for a long time, and if we wish to be an independent Order, in my opinion, we had better emulate their move in their last meeting of the Grand Division.

There was a time when conductors belonged to the engineers' order, but as the distance began to lengthen out between the engine and caboose so that they could not carry on a conversation, the Grand Division asked for a division, and at their last meeting they made the same demand of the firemen—either get on the boat or off the stage plank. Toot! Toot! we are off. Now it strikes me that the O. R. C. once had degrees in it; of course I know nothing of this as it was before my days. I wonder why it was changed. Now if some will play circus rider, I suggest that we change it to conductors and trainmen with three degrees, just as our present colors represent.

First year a brakeman, second year a freight conductor, third year a passenger conductor. If we are going to sleep together let's pull off our clothes and get into bed right, that we may enjoy the full rest of a peaceful slumber, and not slip around the back way while the lamp burns low and get in bed with our clothes on and a knife up our sleeve.

In my opinion the O. R. C. is growing reticent to its interest and not moving forward as it should. This country is full and running over with competent conductors braking; some have been forced to give up railroading on account of these rigid physical examinations, while others are not able to fill the place as brakeman, and looking into the face of seniority discourages many. Does anyone know of any effort being put forward to remove these physical examinations? Have the Grand Officers of these several orders (five) ever assembled in convention to discuss this unjust discrimination? I fear not. [You'll have to guess again, Ed.] These general managers meet often and lay new plans to handle us, keep us down in submission so they can handle us just as we would our horse or bird dog.

Over on the Santa Fe I had to dig out an old hard earned dollar that I had brought from old Tennessee and give to the company's doctor. The S. P. at Tucson and San Francisco required me to furnish two pictures, which amounts to about the same. The other dollar will be added next. No one will resent it. The fellow who is in won't say anything

as he is in and thinks it does not concern him. At El Paso the doctor charges two dollars. I suppose he is so close to the line of Old Mexico that he is afraid the boys might run a "doby sondy" over him. And here the S. A. P. required me to sign a voucher for two dollars to be deducted out of my first month's pay. The company doctor here told me that he had examined as high as eleven in one day (\$22.00). Very good pay. He also said that the local surgeon's office did not pay much when he first came here. Of course, the increase we pay in these two dollar fees. I have never seen a place where there were so many changes as are here and it seems like many know it and strike here for a thirty days' stroke. I have seen too much with my eyes open for any to tell me that the Orders can't bring about a modification of these physical examinations. If we continue to submit to this imposition we may look for the enforcement of a more rigid one each time. Those who sit on the fence of indifference and allow the wolf to prey upon his unfortunate Brothers may some day drink from the same cup of misfortune. The doctors tell you that the reason that we have to undergo these rigid examinations is done for our protection to keep chronic cases out of our hospitals. Well, we keep up these hospitals, and if they were not self-sustaining our assessment would be raised until it did sustain it. Notwithstanding, they would have us think they do all this purely from an overflow of sympathy for us. Not long ago I asked the editor, if not too much trouble, to tell me through THE CONDUCTOR just how many Brothers had withdrawn from the Order since 1894, to go into the liquor traffic, and the number that had dropped out an account of not being able to keep their dues and assessments paid; and not only in the Order, but out of the railroad business. So far I have not seen any of these questions answered. I dislike to add trouble to anyone, but if my requests are out of the line of business I am more strongly impressed of the importance of the Grand Division creating an office at its next meeting and put an officer in charge who will not only keep such statistics, but keep up with the unemployed, and look out for employment for the unemployed. I have been advocating this for the last year, and if I am able to move it around to the next Grand Division I will talk it. I am in a position to speak from the heart and not the imaginations of others. Now I would like to know if the O. R. C. statistician can tell us readers of THE CONDUCTOR how many conductors were employed as conductors and how many as brakemen on the first of October, 1900, and the number that were filling positions as yardmasters and switchmen. This should be obtainable and many would like to know it. I would also like to know what per cent belong to the B. R. T. Order.

Now Brother Funk, don't get weak-kneed thinking that you have embarked upon a dangerous sea in a small craft, for I assure you that you are not alone by any means, and I am sure this will be made a leading issue in our Grand Division before long.

In my travels for the last fourteen months through the west, I find all straight O. R. C. members in the Order opposed to doubleheading, and all who are looking for employment and are now

braking, strongly advocate creating a labor bureau. I have met many Brothers in my rounds and never let an opportunity pass without saying what I think is beneficial to the Order. I sum this matter up in a "nut shell." If we send a delegation of straight O. R. C. the Division will be carried, and if a goodly number of these delegates are herding engines and cleaning lamps and sweeping out cabooses, and unemployed, the office of statistician will be created.

In my next will say something about the boys here on the S. A. P. I enjoyed reading the letter from Brother Charley Goulden's wife out in the sandy desert of Arizona. What's the matter with you, Jeff? Broke the lead in your pencil, or has your paper given out? If I don't hear from you by return mail I'll place you on dry dock with the rest of the admirals of the late Spanish war.

[We know that all members are conductors on the day of their initiation, but we have no way of knowing when they accept service in other capacities nor when they join other lodges.—Ed.]

Yoakum, Tex.

J. R. SCATES.

#### Editor Railway Conductor :

After a lapse of six months, of which I have been absent from the city, many things have occurred. Division 61 is struggling along with about the same discouraging attendance. I regret to state that there are so few that attend meetings. We have a few Brothers that don't take interest enough in the welfare of our noble Order to walk from three to five blocks to attend meetings, while there are others who come three hundred miles (but they don't walk). Soon we will hold our annual election of officers, and we earnestly invite all Brothers to attend meeting on that date. Our Secretary will certainly send you all a notice sufficient length of time before the date of election, so with a little effort on your part you may be able to reach the Division room. If this does not bring you out perhaps the double headers, increase in tonnage and violation of schedule will.

We are watching with great interest the present campaign throughout the country. Division 61 is proud to have it to say that one of our most able Brothers, Hon. J. H. Burns, received the nomination in the first district, state of Minnesota, for state legislator. Brother Burns is certainly capable of filling the position should he obtain it. He is a graduate of the Valparaiso, Ind., law school class of 1890, and was admitted to the bar in four states. He is now located in Lanesboro, Minn., where he has many friends to whom he credits his nomination. We regret very much that we are unable to vote for him as he is out of our district. He has the best wishes of all Brothers of Division 61.

Some time ago there was a committee appointed by Division 61 to wait on Hon. J. J. Esch to ask him to use his influence in having Brother E. A. Sloan's pension increased, and this he succeeded in doing. We wish to express our gratitude to him for service rendered. Hon. J. J. Esch has been renominated for congress in seventh district of the state of Wisconsin. He will certainly have a warm support in the coming election.

We all deeply and heartily sympathize with Brother J. A. Emerson in the death of his son,

Bert Emerson, who met his death in a railway accident at Pocatello, Idaho.  
T. W. R.  
La Crosse, Wis.

#### Editor Railway Conductor:

I read Martin L. Carter's letter in October CONDUCTOR. While I side in with him on some of his writings, I will not agree in all he says. Conductors can trace many accidents in the past in which many good conductors have lost out on account of his way of letting division superintendents and trainmasters hire new, inexperienced men and sending them out on a freight train of fifteen hundred tons regardless of weather conditions. They learn to repeat the time card rules like a parrot, yet go but a hundred yards in a fog to flag the fast mail, and do other ignorant work too numerous to mention. He advises that the superintendent hire whom he pleases and place them where he pleases. I hope our next convention at St. Paul will inaugurate a system of hiring and handling the student, and forever settle the student question in the train service. Time and experience has proved beyond a reasonable doubt that the O. R. C., B. of L. E., B. R. T. and B. of L. F. have proved to the traveling public and to the management of all railroads in the United States, Canada and Mexico, that they are part of the machinery of the highways of commerce. We are depended upon to make the safest rules that will govern all railroads in the future. The same rules apply to perfect train service as do the rules that govern our navy, as our officers and sailors are said to be the best in the world from Dewey down to cabin boy; therefore, I hope the Grand Division assembled at St. Paul will settle the student question and formally establish the employment office in the O. R. C. Surely the brains of 406 delegates can make rules and laws for railroads that will meet the approval of all presidents and general managers throughout the western hemisphere.

We are trying to establish a Division here at Evanston. I for one, hope the movement will succeed. Many years ago we had a Division here, and through neglect of the members to attend meetings we had to remove our Division to Ogden, where it has remained a monument to our Order ever since, one of its members being elected Grand Chief Conductor, and who has inaugurated more reforms than any one labor leader in the United States. Our new Division will not cripple 124, but I believe will be a help to it, as business has improved so much on the U. P. that the town of Evanston is an established terminal, and there is no danger of the new Division going under. But as my experienced eyes pierce the future, organized labor and the railroad companies must pull together for all time to come for good government and a never ending demand for labor. The roll of the petition shows 30 names for the new Division. I wish to send a word of good cheer to all old time conductors that a road is surveying from Salt Lake City to Los Angeles, and the C. B. & Q. or B. & M. has put on file their right of way in Wyoming and surveys made, work pending the election. Who has any doubt but it will go the right way. There are more train crews employed on the U. P. than was ever known since the last spike was driven at Promotery Point, May 10, 1869.

I appeal to every Division to elect their very best men to St. Paul in their annual election of officers, as we want some additional laws made, and instruct their delegates. We have our delegates selected and loaded already; no change in our insurance; student question settled, and some other laws that we want put in our statutes. Now is the time to canvass the situation before the Grand Division meets, in the six issues of our Journal before that time, so we can come to an understanding as to our wants in the columns of THE CONDUCTOR. I appeal to every Division to have their correspondent sharpen his pencil and express his wants as to bettering these conditions. J. DWYER.

Evanston, Wyo.



#### Editor Railway Conductor:

Nine years old today, in actual time, but if our age as a Division is based upon the amount of fun and sorrow we have had since we were organized on Oct. 31, 1891, we are nearer 99 years of age. Nine years! both long and short to us; both full of sorrow and of pleasure. Upon the above date Brother Wilkins, A. G. C. C., met with us in the old Pfaffenberger hall in this city, and that which was in the good old O. & M. times known as B. R. C. Division No. 48, became Seymour Division 301, O. R. C. It has been said, "there is nothing in the name," but in closing up the records of that—the flower of the whole brotherhood—Division many of us felt that we were leaving behind us a dear old friend. It was through its influence that we learned to raise our heads and look upward, realizing at last that there were others in it as well as railroad companies, and that as men we were entitled to grave considerations in company with the other machinery of the corporation that we were working for. Veni, Vidi, Vici explains it all. Not that we would speak disparagingly of the O. R. C., but yet when we look back a few years we can but think fondly of the old brotherhood and of those with whom we mingled. For written upon the minutes of those meetings we find a record of many good things done by those who have long ago left us. Twenty-one of our boys, either by death or total disability, have felt the hand of an unseen, and to many of us an unknown power in these years. Some have met death peacefully and bravely; others have in an instant been torn from loved ones and home, only to be mangled almost beyond recognition, yet 'tis those who are left behind that suffer. Let us hope that to them all there is nothing but happiness beyond the tomb.

The weather being so nice we had thought of having a May party upon our birthday, but Brother Johnson and his committee on entertainment having received a sentence of "30 days in the hole" at a recent meeting we had no one to get it up, and we are compelled to see our anniversary go by with but a mere mention and no flowers. Fraternal organization is truly a necessity, and we become more impressed with the importance of it each day, week, month and year. It has always been a hard problem for the writer to solve, why all members of our Divisions do not love their Divisions and their meetings, for it is their all, coming next to their family, coming next to their home; they owe their undivided, loyal attention first of all to their Division, each one striving in

their own way, however weak it may be, to bring their meetings to at least the average point of excellence. At our last meeting, Sunday the 28th, we took on a couple at a way station, and although one of them tried to get up in the cupola as soon as he had boarded the train everything worked smoothly. Next meeting we get three more hungry souls seeking salvation, and if it keeps on we will soon have to lengthen out the mourner's bench, for they are coming in clusters. We meet on Sundays, very much to the horror of some of our readers, and very much to the pleasure of ourselves. While reformation is always in order, and is always encouraged by the good of our Order, we can't see anything sacrilegious in meeting on the Sabbath, and if there are any demerit marks placed against us in the great book we hope to have them effaced by acts of kindness and brotherly love to those in life who need our help. With kind regards to all Brothers, and to the Order in every particular. C. W. M.

Seymour, Ind.



#### Editor Railway Conductor:

After an absence of two weeks we returned home to find things normal. Our trip was over the picturesque C & O. from Richmond to Alderson, W. Va. The inhabitants of that favored section appeared to be in good condition, having harvested fine crops and were preparing for the approaching winter. The trip was particularly enjoyable; it was spiced with a flavor of freedom that for at least a year we had not known. It was truly refreshing to have the train move off and feel that we did not have to call "Tickets, please;" we cheerfully allowed the other fellow that pleasure. Things were different somewhat from our territory, in this way: when our people enter a coach and cannot find a comfortable seat, they look sour and remark about the imposition of forcing a person to stand, but there I heard not a word of complaint; everybody seemed to think it a natural situation and accepted it gracefully. It was a genuine pleasure to be thrown with such a heterogeneous mass and find no kickers. The only objectionable feature was the absence of the Jim Crow Car; particularly was this the case in West Virginia, where the colored brother is given every chance and he or she never fails to grasp the situation. In Virginia the law is effective, but the "coon" is familiar with the statute and selects the through trains, on which the law was not applicable. At Gordonsville we enjoyed a forty-minutes wait, and took advantage of the occasion to feast on fried chicken and milk while holding up the side of the house with our shoulders, with a chicken leg in one hand and a glass of milk in the other. There were at least a dozen vendors on the platform with trays of chicken, milk, bread, pies and cake, and our party tried to eat everything in sight, and was making admirable progress, when the connection arrived and we were forced to leave the feast. A peculiarity of the fowls in that section is the multiplicity of legs and wings; how they manage to corral them is a mystery.

The Brothers were clever, indeed, considering the business. We made ourselves known to but few. A fellow feeling kept us quiet for they had our sympathy. We regretted not meeting Brother

George Wright, whom we knew when we ran to Richmond in '86 and '87; was sorry to miss Brother Whitaker of the Jim River division, but left our card at Clifton Forge. If he failed to receive it he knows we have a weakness for that country and never tire of the lovely scenery and clever people. Our memory is fresh of the pleasant days spent in Buchanan and other points in his territory.

Brother D. L. Fillyaw and three daughters have returned from Washington and other points of interest. The trip was very much enjoyed and the recreation was beneficial to Brother Fillyaw. We were pleased last week to meet on the street Brother J. D. Bullock and wife of Rocky Mount, and Brother J. M. Horne of Elm City. Brother Bullock looks younger and his wrinkled brow has given place to a natural smile of happiness and contentment, and Brother Horne grows younger in his conflict with the world. Brother S. B. Hunter is on vacation in Florida. Jacksonville will be his headquarters; his itinerary will be given to his friends on application. His age, inexperience and feeble condition necessitated a chaperon, and Lewis Day of the Florence Restaurant, was selected for that honor, owing to his familiarity with things in general and his especial knowledge of how to tickle the palate and serve delicacies for an invalid.

In conclusion we are particularly anxious to impress upon Brothers the importance of attending our meetings. We are glad to note the improvement in attendance and more interest being displayed than was the case a few months past, and sincerely trust that the spirit of "push" will not be allowed to rust, but each one must feel that he is responsible for our success and by that means we will soon increase our usefulness and add strength to our Order.

LA FAYETTE.

Wilmington, N. C.

Editor Railway Conductor:

Refraining from partisan politics I am quite sure you and your readers will bear with me while I talk "a few common" politics. This year is our first attempt to get on the "inside." And to say our efforts are very encouraging is putting it mildly. Although defeated in getting a place on the state ticket, in the person of Brother E. P. Curtis, who made the race for the nomination of Railroad Commissioner, we are in excellent trim and bending every effort to reach the point of perfection in organization and discipline by the time we are confronted with another state campaign. 'Tis the talk of the state, and if our friends keep an eye on Texas they will probably see something of interest. Our political movements and success may be pointed to with pride by every labor organization in the state. And harmony, interest and good will exist among all classes of labor. The farmer has woke up to the fact that all railroad men are not all advocates of trusts and monopolies, and their interest and the principles for which they stand are advocated by organized labor. Therefore, they are committed as our friends, and, Brothers, you will obtain very satisfactory results by talking to and helping the farmer, for they are with us. When you talk about a campaign of "education" I "break in." If the laboring men in Texas have not proven them-

selves competent instructors of political economy or other questions of interest to us, then you can have my "Sunday bee gum" for a smoke-stack, every day "ceptin' meeting day." And while we accomplished much good in the campaign just closed, our work is now just commenced, and to get results sought we must not lag, but all watch, work and pray for the right, so that we may enter the fray two years hence with a certainty of winning principles, as well as men of whom we may advocate. Our state platform that was unanimously adopted at Waco, August 8, in "convention assembled," demands the enactment, by the party, of a number of declarations in our interest at the regular session of the legislature this winter, some of which are: Anti-Double-Header law, Compulsory Arbitration law and Eight-Hour-Day law, and we look forward with a great deal of satisfaction in the hope of these laws being engrafted in our statutes at an early date. I want to say here to our friends, especially in Texas, we must warm up to our duties, thoroughly acquaint ourselves upon all questions of interest, not only to us, but to all, so that we may act, vote and discuss these issues intelligently, thereby establishing our ability to treat all questions fairly and liberally, not asking more than we are willing to give. And as to the organization put on foot at Waco, just at the close of our state convention, let every organization participate earnestly and work without ceasing and our reward will be bountiful.

C. F. GOODRIDGE.

Palestine, Texas.

Editor Railway Conductor:

I am a member of San Luis Division No. 261. I am located about forty-five miles north-east of Bakersfield, Cal. I visited Kern City Division since I arrived in California and met a jovial, good-hearted set of conductors. I received favors of a kind not easily forgotten and which will be remembered. I read all the letters in THE CONDUCTOR, both from the Brothers and Sisters, and I see many familiar names among them. My old friend, Brother W. W. Welch, of Division 55, being among the number. There are so many subjects under discussion in THE CONDUCTOR, I will not make my pet hobby known this time, but will say Brother Edward Funk, of McKees Rocks, Pa., has told it in his Oct. letter. Well, Brothers, I suppose you would all like to know what I am doing forty five miles from a railroad and away off in the mountains. Well, I am rustivating. I have been here three months, am well and hearty and getting to be a regular back-woods man. I am living on a ranch with my brother at present and I am feeding and herding hogs, which beats herding box cars, as I am working days and do not need to carry a lamp or club, either.

W. R. HARNES.

Glennville, Cal.

Editor Railway Conductor:

Having been laid up for the past few days on account of sickness, I have read the October CONDUCTOR through and I found it very interesting and some good letters from the several Brothers. Not seeing any from the southern Divisions I thought I would endeavor to write a line. I am not now in train service—have not been for the

past five years but am still a member of the Order. I am in yard service for the Southern Railway, at Columbus, Miss., giving the boys their full tonnage and all their cry is, "Captain, you are loading us heavy." Can't help it—orders. "Give a go-ahead signal and I will push you out of the yard with old Huld." I feel for them for I know how it is. I have had over thirty years' experience handling heavy trains and doubling hills and with no prospect of trains ever getting lighter.

Business on the Southern between Birmingham and Greenville, Miss., is good. Road men are making good time. No end to the amount of coal the company has contracts for. Very little cotton is moving as yet but look for it to move later on. We have on the west end of the sixth division, Brothers E. D. Estis and Wm. Ussery on locals; J. W. Scruggs on sick list, E. B. Taylor on Webb branch, Ed. Flippo on sick list, J. S. Harlin on work train and several young conductors in chain gang who are not members of the Order and your humble servant as yardmaster. I see by THE CONDUCTOR that some of the Order are in favor of a home for the old conductor and that some are not. As for myself I stand by Brother B. F. Osborn of Toledo. I think his ideas are strictly correct in regard to looking after the interest of the old and disabled conductors. Build a home with a factory. Give the old conductor something to do that he can help himself and what family he may have left. There is not one out of five hundred that wants to be penned up in a charity home. They are of the push and go ahead fraternity. We must bear in mind that old age will overtake all sooner or later. Some have laid up enough to keep them when old age comes, some have not; those that have laid up enough are few, for you all know what a railroad conductor's charity is—always ready to give. We all know what the age limit is. When application for a situation is made the first question asked is, "How old are you?" "Forty years old." "Cannot do anything for you." "Have more men than we can use now." Do you all not see the need of a home for the old Brother? I am getting there in age myself and am ready to pay any assessment made for the benefit of the old conductor should a home ever be established. I would not expect any benefits from it as I served my country as a soldier from '61 to '65 and when I get so I cannot attend to the duties allotted to me I can go to the National Soldiers' Home. I hope to see something done in regard to the home matter at our next grand convention.

Seymour, Division 331, what is the matter with you? Have seen nothing from you lately. Mell, get a move on you. Division 165, get after your correspondent. Would like to hear from you in THE CONDUCTOR. With best wishes for THE CONDUCTOR and all Brothers, I will back in the house track and lock the switch for the main line.

Columbus, Miss.

E. B. S.

Editor Railway Conductor.

I have waited in vain to see something from Division 118 through your columns. I want to see our prospering Division represented through THE CONDUCTOR once in 1900. Like many other Divisions we hold two regular meetings every month, but on account of business being so good it some-

times hustles us to have enough for a quorum. At our last regular meeting we had the pleasure of meeting with Brother Clendenen, who suffered a serious shooting affray by three negro passengers who were on his train leaving Streator the 13th day of February. Brother Clendenen is our main pillar and always has been a thorough O. R. C. man and has been a great sufferer since this accident occurred and he certainly knows that he has the combined sympathy of all who know him, especially members of our Division. Although he is far from being able to attend to his former duties on his run, we hope he may soon be able to take out his run again. Our Division is steadily growing stronger and we have taken in four new members in less than a year and we have several more in sight both for initiation and transfer card.

We have several good O. R. C. men braking and running trains here who will soon transfer to our division and thus make it one of the strongest Division points according to its size in this locality. We are positive that our selection for representative to our Grand Division next summer will convince all in hearing of his voice that we are O. K. We also have the pleasure of announcing the fact that one of our most popular conductors and a good O. R. C. man has been appointed trainmaster with the I. I. & I. Railway; headquarters at Kankakee. This is a new office created by Supt. Riley Williams and his many friends will be pleased to learn of his promotion. The person in question is L. A. Wilcox. "Black" is a thorough railroad man and will, no doubt, fill the position in a highly satisfactory manner.

The new extension west from Streator to Clinton, Iowa, is nearly completed and it is rumored that traffic will soon commence from Clinton to St. Joe, Mich., making one of the most complete connecting lines for the eastern points in the United States. The company are busily engaged at present fitting up their most deserving men in service for the many new runs that will be put on and are hiring many new men to fill all vacancies that this will cause and are also equipping all their rolling stock up in first-class form to compete with all emergencies. A possible rumor is afloat that the terminal may be changed to Kankakee, which will necessitate the change of many families who live in Streator and South Bend. We are pleased to announce the inspection of Sister Sewell of Chicago of the L. A. of Division 104, the pride of Streator, and following with a campaign sociable held at Brother Clendenen's house in which about 150 people participated of the dainties set before them. Following this were many speeches from members of the Order and a fine selection of music and recitations too numerous to mention. At the conclusion of the program a political guessing contest was next in order, Brother J. Ott winning first prize and Master Johnny Hogan captured the booby prize.

The 27th we enjoyed a pleasant visit of our G. J. C., A. J. Corbett, who instructed in a few new ideas and a lengthy speech of the many good results brought on by the O. R. C. and their faithful followers. Brother Corbett was tendered a warm reception by all present but unfortunately for him business was so good that only a few were in attendance. We hope that the next time that any of



the Grand Officers come this way they will stop, as they are always heartily welcomed and deserving of great praise in their many visits and the good they are doing on their great mission.

There are many new things that could be discussed pro and con through the columns of THE CONDUCTOR and many new ideas which would add greatly to the betterment of the Order. Let everyone strive to think of new ideas that may form a bearing to press this noble cause of ours on and everyone put a shoulder to the wheel and make the burden lighter for one another. Forever let this motto be known: "In Union There is Strength." I hope our correspondent for the next year will try to borrow a few leisure moments from his daily duties and represent our Division as often as practicable. Closing with best wishes to all members of the Order and that all may travel in the path to prosperity.

Streator, Ill.

"WATCH YOUR SIGNALS."



Editor Railway Conductor:

I am more than pleased to state that Division No. 143 is in a prosperous condition, and taking in conductors at almost every meeting. The Brothers are displaying quite an interest, by the way they take part in the debate for "the good of the Order," and in the work generally.

I desire to say to Brother American, that Brother Hardenbergh was not forced to take anything, and could have had the nomination in 1897 had he pushed matters; but he being a man of sterling worth to the organizations, and of broad principles, he gave way to the one-armed soldier, which was of great interest to the welfare and success of the labor orders in our state. That is also something Brother American will not understand. As to Brother Howerter's aspirancy to the nomination, he is not in Brother Hardenbergh's district, and Brother Howerter never was a member of the legislature.

Brother American speaks as though Brother Hardenbergh was the entire senate in Pennsylvania, but he was not. Brother American was not only misinformed, but he has misconstrued the letter of Brother Howerter, which has nothing to do with the election of our Brother, who, by the time this is in print will be Auditor General of the second state in the union.

I would be pleased to have the opportunity to vote for Brother Joseph Flory for governor. I hope I may have the opportunity to vote for one of our Brothers for governor of our state in the near future.

There is one great evil existing in the labor organizations, which is a great injury to us, and that is, envy. An envious or jealous feeling is one that brings about evil results in all we undertake. In personification of envy the poets imagined that envy dwelt in a dark cave, being pale and lean; looking asquint, abounding with gall; her teeth black; never rejoicing but in the misfortunes of others. Ever unquiet and careful, and continually tormenting herself. Envy is the reverse of charity. It has under its banner hatred, calumny and treachery with the meagreness of famine, the venom of pestilence and the rage of war. The adder and the toad have deadly poison in them which hurts others but not themselves; but envy is

so deadly that it kills the possessor and others also. The envious man frets and pines away, when others do well. He cannot eat or sleep calmly unless some mischief falls on the person he envies. The vice of envy is as the enmity which exists between eagles and dragons; the boar and the elephant, between whom it is reported there is such discord and hatred, that even when they are dead their blood will in no wise mingle together. So envy and virtue can in no wise agree. It is the tailless fox that advocates the disuse of tails. It is the grapes we cannot reach that we call sour. They say that love and tears are learned without a master, and I may say that there is no great need of study to learn envy and revenge. Socrates says: "Envy is the daughter of pride, the author of murder and revenge; the beginner of sedition, the perpetual tormentor of virtue. Envy is the filthy slime of the soul; a venom, a poison, a quicksilver which consumes the flesh, and dries up the marrow of the bones."

Envy should receive a check when we consider how many there are above whom we are placed. Instead of fretting that they are preferred before us in honor, power, estate or interest, in gifts, graces or usefulness, we have reason to be thankful for their good influence and that we who are less than the least, are not put hindmost. Brothers, envy's food is always the fairest and fattest. Like the worm that always runs to the fairest fruit, the cunning bloodhound will single out the fattest deer in the flock. Abraham's riches were the envy of the Philistines. There has been envy in all ages, but our duty is to guard against this envious feeling. For example, we shall find it in Cain, who slew his brother at the instigation of envy. We shall find it in the dark and gloomy and revengeful spirit of Saul, who, under the influence of envy, plotted for years the slaughter of David. We shall find it in the king of Israel, who pined for the vineyard of Naboth, and even shed his blood to gain it. It was envy that perpetrated the most atrocious crime ever planned in hell or executed on earth on which the sun refused to look and at which nature herself gave signs of abhorrence by the rending of the rocks.

Brothers, the sooner we eradicate this feeling of envy, the better we will feel, and the better it will be for our organizations. Let us try and exhibit a good feeling toward each other and rejoice at the prosperity and success of a Brother. Trample that envious feeling to the lowest depths, and endeavor to cultivate a good feeling toward all, and we will be rewarded in this world as well as in the next. To all Brothers I wish the best of success and rejoice at their prosperity.

Mox.

Harrisburg, Pa.



Editor Railway Conductor:

In reading the contributions to THE CONDUCTOR last month I find a good idea from "American," of Miami, Fla., and although political discussion is out of the question, we may write what we think would be for the betterment of our class, and throw partisanship to the winds. We are too late to have anything to say as to what articles shall be placed in the platforms of the party which we would support this year, but before the next presidential election we can demand recognition from

national committees, and then our "paramount issue" would be the election of the party which would stand upon a platform wherein is placed a plank of our own construction. The support of the railway labor vote is not to be overlooked by campaign managers, and will not be, if we are united in our purpose and let them know our strength. Above all things, get away from being a born party man. What was right ten or twenty years ago may not be right now. We are advancing, improving, and must go with the crowd, or go down. That is the American of it all. Certain new conditions are always arising which must be met, and new laws enacted to govern these conditions. We have not yet come to that state of theory which the Chinese claim as the only true state of happiness in store for us poor mortals here below. Division 232 had a slight touch of the Chinese trouble this summer, but there is a slight improvement at present, and we are looking for a larger attendance at meetings from now on.

I am happy to say that our worthy C. C. Brother Strawhorn, who has been seriously ill with typhoid fever, is improving, and we will be glad to greet Brother Joe again in his accustomed place. Some of our boys had a chance to handle the M. A. Hanna special while in this part of the country, and were agreeably surprised to receive a card marked "Compliments of M. A. Hanna," and a \$5 bill for each conductor, brakeman, fireman and engineer employed on the train. Come again, Mark, when you feel that'er way. Brother Chas. Stewart has gone out on the new line of C. M. & St. P. R. R. and now runs out of Yankton. Sioux City has just got settled down to business, after holding a carnival of one week, and it truly was "the best ever." Parades every afternoon and evening, and a good time all the time. If there is anybody in this whole land who thinks this city at all sleepy, they should have been here the closing day. The L. A. to O. R. C. of this city is taking in new members right along, so I hear, and we are glad of it. The more the merrier, when chicken-pie suppers are in style again.

DEAN RICHMOND,

Sioux City, Iowa.

Editor Railway Conductor:

Shall not our claim to the leadership in the labor world take another step forward? Have we not come to the forks of the road where our social and business duties should divide, that neither may suffer? Are not the responsibilities which are devolving upon the Grand Division important enough to command its entire attention, that they may be properly and quickly performed without complication with the social functions which have in the past detracted, rather than assisted its labors? Are we still in need of the "balance wheel" of the permanent membership? Can we not endorse every truth of H. W. G., in the September number, and ask him to go one step further along the line of progress—that the sessions of the Grand Division be held at its headquarters?

Under such conditions some of our Brothers that are wasting midnight oil looking for methods to raise funds for the support of "the old conductor" could find them in the saving shown in that article and still have a surplus to devote to the worthier cause so nobly advocated by Brother Ingram.

Toledo, Ohio.

L. E. J.

Editor Railway Conductor:

Thank you, Captain Barber, for my promotion—shoulder-straps and three stars. I wonder what rank that means?—but I would be satisfied with the position of high private, if the railway men would actually do something for the welfare and protection of those that are unfortunate, and I hope that some solution of the subject will be arrived at when we meet at St. Paul next May. Some of our good Brothers say, give the old conductor a job and he will take care of himself. So he would, if he only had the job and was physically able to perform the duties required of him, but where will he get it. He has spent all his savings already looking for work, but he is too old (or one of his fingers is gone), and he is still looking. What are you going to do about it? Nothing?

The Order of Railway Conductors has been organized over thirty years, and by and through its efforts since its organization great good has been accomplished. Conductors today are drawing fifty per cent more salary than they would be drawing had it not been for the Order. The wages of the conductors on the Michigan division of the Lake Shore Railway were increased one hundred dollars for the year through the efforts of the adjusting committee of that road, and the trainmen were benefitted in the same ratio. Now, did the committee accomplish this simply because of the committee? or was it because of the Order that was behind them? And if it was the Order that made it possible for this committee's success, then where does the old conductor who helped to make and build up the Order come in? Is he not entitled to some consideration? I say that if it was the Order, if it was because of these old conductors who conducted the affairs of their Divisions and the affairs of the Order at large in such a manner as to make it possible to obtain this increase in salaries and overtime, etc., then the conductor of today should appreciate that fact and be willing to reciprocate in some way for the service the old man has already performed. What kind of a howl do you suppose would arise along the lines of any of the roads where material increases in earnings have occurred since our last Grand Division meeting if a proposition should be made to those concerned to donate to the old conductor twenty-five per cent of the increase? What do you suppose they would say? Wouldn't they say: "Oh, yes; I have taken an obligation all right, and I believe in the principles of Fidelity, Justice and Charity all right, and especially Justice, but as for my giving up any of my hard-earned money, I simply won't do it. Let the old conductor take care of himself." Now, that's charity; that's justice with a vengeance, ain't it? Well, my Brother, it is not intended that you shall give up any of your money. Among the funds already accumulated there is a fund known as the Order Fund, which I believe consists of several dollars, and is gradually increasing. You have already paid in your money to create this fund, and so has the old conductor. The money is there doing n' thing but drawing interest, and what for? I suppose to draw from in the case of a strike. Well, we hope we won't have any strikes. Now, why can't the Grand Division at St. Paul set aside \$50,000 of that fund for the old conductor or his widow and orphan? The only reason I can see

why they can't, is because the delegates at St. Paul may not vote in favor of it. But if by any means they should set aside \$50,000, what then? Let the Grand Chief Conductor appoint a committee to decide upon some investment of the fund that will establish a business that will not only furnish employment for some member of the old conductor's family, but wherein there will be sufficient profit to make the enterprise self-sustaining, and let this committee have power to act, and at once commence business. I suppose you wonder why such haste. Well, I'll tell you how it looks to me. Ten years ago conductors were dismissed from the service unless they would withdraw from the Order. Railway companies did all in their power to break down the several organizations of railway employes, because, forsooth, they demanded and ultimately obtained good wages. And it was damaging to a company's finances that their employes should belong to any organization of labor. These same old conductors were on deck then, and they didn't withdraw. On the contrary, the Order kept on and on, until the companies changed their tactics, but not their designs. Their intention is now just as it was then—to cut the wages of the employe when the proper time comes, just about in half, and they will do it, if you don't watch them.

The companies then commenced with the student business, the age limit business, and the "No cripple need apply" business, and what is the result? An army of unemployed experienced railway men that they can draw from at a moment's notice. An army of weary, heart-sick ex-conductors or trainmen who have loved ones depending upon them as well as you have, who, much as they would resent that vile epithet of scab, would (a large number of them), thank God for an opportunity to again support their loved ones, and they would accept a position at reduced pay, because of necessity, and because you, my Brother, neglected to furnish or provide employment or protection for the ex-railway man, but said let the old conductor alone. Get him a job and he will take care of himself. Well, he's got a job now, but it happens to be the train that you used to run. He ain't getting the wages you used to get, but still it's pretty good—better than he has been getting for the past five or six years. Now, can you blame him for taking your train? Do you think that the railway companies will not dare to make a ten per cent reduction in wages? Why not? They have the country full of ex-men, and they made ex-men for a purpose. Now, what can you do to counteract the scheming of the companies? What better way is there than to build up an industry that will furnish employment for the railway man who is out of a job? Give him a home, so that when the companies call on the ex-railway men to take your places there won't be any to answer the call, and you and your job are protected. You might even afford to give a small pittance once in a while than not to have these men taken care of. Don't say you can't do anything; that it is too big an undertaking; that it is impossible. It is not! You can do it. You ought to do it, and ought to do it right away.

Thank you, Brother Ingram, for your estimate

of profits in the manufacturing of uniforms—\$300,000. Well, we will cut that figure in half—make it \$150,000 profit in one year on uniforms alone, and mark you, this is after all wages have been paid. Now, take up the overall and shoe business—can't we make another \$150,000 profit out of that too? and Capt. Barber's ladies' furnishings, too? Seems to me that in a few years an immense business could be built up that would furnish employment and a profit besides, and we would not have to ask a single one outside of railway people to patronize us. Five million people in the United States and Canada supported by the railways! Suppose that one-half of them should buy one pair of shoes each year, at a profit of one cent per pair—\$250,000 profit in shoes—and we could make just as good a shoe as the Emmerson, Douglas or Hanan, and could sell it for less money. Oh, I suppose you will say Osborne is visionary. Maybe I am. It would not have been possible to do this ten years ago, but now it is. The Order of Railway Conductors is strong enough, and the other railway organizations are strong enough, so that there would be no such word as fail.

On October 7, at Toledo, occurred one of the largest and most successful union meetings of railway employes ever held, and if you had all heard the speeches of the chief officers of the organizations it would have set you thinking about this very subject of a possible and probable attempt to reduce the pay of employes in the very near future. Railway companies do not pay the wages now prevalent because they love their men, but because they simply have to do so, but just as sure as the sun shines the cut will come, and then—well, then! Another good conductor had a troublesome time last Sunday at the meeting of Toledo Division, but he finally got through all right and is now on a regular run. There wasn't very many present that day, consequently the candidate did not have a very heavy train nor much work to do. Our register only shows fifty-eight conductors present. Brothers, you must attend meetings better. It is a shame that you can't come to Division at least twice a month. That's all we will ask, just twice each month.

Toledo, Ohio.

B. F. OSBORNE.

Editor Railway Conductor:

Our long silence may look like indifference, but we have been interested in our official organ, particularly the correspondent's columns, in which our Brothers air their different opinions on every thing under the sun that affects our welfare, both individually and as an organization. One of the subjects much talked about is the holding of Division meetings on Sunday. I heartily agree with the writers that we should hold our meetings during the week, yet were it so done, quite a number of Divisions would have to surrender their charter, of which number old 37 would be one. Our membership is principally out of town, and as a rule it is a struggle to get out much more than a quorum, and were it not for those who are not in active service who attend, this even would not be possible. We have had four or five applications lately. It is essential to the life of any organization to get in new blood. Brother O. B. Goddard started out yesterday on his first trip, and was

very successful in meeting with no serious mishaps.

Quite a number of our members in 37 have been unfortunate this past year in being in wrecks, etc., through which they have lost their positions. Our worthy S. and T., Brother Sam Phipps, was the latest one to suffer, by running into Brother Crook's rear end at Clifton some eight weeks ago. Brother Phipps has run the construction train for thirty-five years with unequaled success, but fate at last overtook him. We trust the company will remember his past record and give him an easier berth. Brother Wm. Barnes was out to meeting yesterday, after a ten weeks' struggle with muscular rheumatism. He hopes to resume duties soon. The different organizations on the New Jersey Central are holding sessions daily with the superintendents for a new schedule of wages. Coal business on the New Jersey Central is light, owing to the strike now going on in the Wilkesbarre region. It gave me great pleasure to read the glowing tribute paid by "Operator," in the last issue of THE CONDUCTOR to the worth of Brother Wm. H. Zerbey, who is a candidate for the office of Prothonotary, and I believe Brother Zerbey will make it, as everybody seems to be enthusiastic in booming his name for the office. I understand Brother Arthur Law is braving out of Atlantic City, on the W. J. & Sea Shore R. R.

It was my pleasure to be a delegate to the Third International Conference of the R. R. Y. M. C. A., which held its sessions in Philadelphia, October 11 to 14, inclusive. Over 1400 delegates were in attendance. The addresses were of the highest order. The great "Pennsy" system was ably represented by A. J. Cassatt, Chas. R. Pugh and John Greene, who, as one of the chairmen said, were hard-headed business men, who recognized what the Y. M. C. A. was doing to make the personnel of their men of a higher order, and were present to encourage the association by voice and finance. The L. S. R. R. was ably represented in an off-hand address by its president, Mr. W. A. Baldwin, while the D. & R. G. was stalwartly in it when Mr. C. M. Hobbs, its general purchasing agent, arose to address the delegates. Other eminent speakers, such as Rev. Dr. Cuyler, Jno. R. Mott, Fred B. Smith, and last but not least, Father Coffin. Jno. Wannamaker also spoke a few words of welcome, while Miss Helen Gould and Mrs. Russell Sage were interested spectators. The delegates represented all positions in railway life, and nearly every religious denomination was represented, but all this was forgotten when men pleaded with their fellow man to accept Christ as their Savior. As nearly every speaker expressed it, to accomplish anything, one cannot sit with folded hands, but must, in order to help his brother, get in personal touch with him. Three special trains rounded out this convention by taking the delegates to Atlantic City as guests of the P. R. R. One lady in attendance at one of the meetings said: "My respect for the railroad man has been increased one hundred per cent since listening to the testimonies of these earnest men. The world needs heroes to make it brighter and better, but they do not have to go any farther than the ranks of the railroad men to find its share."

Railroad officials are beginning to realize that

men have something more than their bodies to take care of, and the higher the standard among men, the better the service they can expect. Brother J. O. West, of the C., B. & Q. system, out of Ottumwa, Iowa, came on as a delegate, and is visiting among relatives here and Belvidere. More anon.

W. C. ROWLAND.

Phillipsburg, N. J.

#### Editor Railway Conductor:

I have kept silent a long time and I think it's time I was saying a word for the good of the Order. Division 381 is pushing along in grand shape. Have had several candidates to work on lately. Our attendance is on the increase which is enough to make the faithful stand-bys feel that their efforts have not been wholly for naught. Some of our Brothers have been quite ill, especially Brother Robertson. Brother Nelson was off for several days on account of a sprained ankle. Brother Nelson's was the first sick benefit claim we have had to pay, so now see, Brothers, a practical illustration of the benefits derived from the sick and funeral benefit fund. At our last meeting we had the pleasure of having G. J. C., Brother Corbett with us. He gave us a nice talk and also some instructions that I am sure are remembered and appreciated by the Division. There was a nice attendance and all in all we had a nice meeting. Come again, Brother Corbett. Well, the next thing up is our third annual ball on Thanksgiving. That it will be a success we feel confident and the boys are as glad to see their friends and acquaintances as some candidate for office, the only difference being that the Brothers have some sincerity in their geniality, and the only way to get away is to purchase a ball ticket. In my next I will tell you something more about the ball. Our election of officers soon occurs. Let us choose with an eye and mind to the fact that it is imperative that we select the best. Do not elect some one to an office or to represent us in Grand Division just because he or they are good fellows. Choose capable men and our Division will not want.

361.

Evansville, Ind.

#### Editor Railway Conductor:

Division 304 is progressing nicely; we have initiated ten members this year and received five by transfer card and have two applications on hand and one candidate to initiate at our next regular meeting. I am sorry to say it has got so we can't get an Order man a position on this district of the I. C.; there have been ten men promoted since there has been one hired as a conductor. I don't think we ought to sign another agreement with the company unless there is a provision made to hire one conductor and promote two brakemen. Things are quite different on the Louisiana division. They hire nearly all their conductors, requiring them to brake only long enough to learn the road. I believe we could get two or three conductors positions here this winter if we would take the matter up with our trainmaster and superintendent, showing them where we have the right to expect it and where our request is consistent with the agreement under which we work. Brothers, let's not

let this matter drop until we have done something for the good of our Brothers out of work. We have all been putting up with students and teaching them the business, and working hard to get them promoted when there were Order men here on the trip flagging and had to leave. Brothers, don't you think we have done enough for our flagmen? Let's all work together to get some Order man work. I know we can accomplish some good if we try. We can at least carry out our obligation.

Mr. W. O. Wood, our trainmaster for the past four years, has resigned to accept a position with the Detroit Street Railway Co., which I understand is quite an important one. Mr. Wood was very popular with all the employes on this district. He was kind and obliging to all and to show our appreciation quite a crowd of employes met at his office the other night and presented him with a valuable diamond. Brother A. C. Green made the presentation in a very graceful manner. Mr. A. R. Taylor succeeds Mr. Wood and Brother J. A. Ravieare takes Mr. Taylor's place as chief dispatcher. They are both good men and well liked by all. There is some talk of the I. C. retiring all employes in the transportation department over the age of sixty years and giving them a pension. If this is done it won't affect us much as we have only a few of that age. The plan is to pension them (which might seem fair to some) but I think it would work a hardship on those men who are giving the company good service and have large families depending on them, besides they have been in active service so long they could not feel satisfied doing anything else. We have several men who are near the age of 60 who can give us middle age men points in getting over the road. The Louisiana division has done away with regular crews on all the manifest runs but two, putting the crews in the chain gang. Brother T. J. Savage has been appointed trainmaster on the Little J, a branch of the I. C. out of Jackson, Miss., with headquarters at Natchez. This is quite a compliment to Brother Savage as he has been out of the service nearly two years and it was a case of where the office sought the man.

Brother D. C. Latimer has bought Allison's Wells, a summer resort nine miles north of Canton, and has improved the place a great deal. The water has a national reputation and a prettier place cannot be found in this part of the country. Brothers Owens, Rust and Bittis have all been quite sick but are better now. Brother Owens, who is our S. and T., has had a very hard time of it being off nearly four months and not able for duty yet. Brother Dan Burns has been appointed trainmaster on the G. & S. I. Brother Burns is well known on the I. C., as he ran a train here several years. He has thirteen Order men working for him, six of them, members of Division 304. I understand that he never turns one away when he can find a place for him.

I noticed a letter in the October CONDUCTOR signed, Water Valley, Miss., which must be a mistake as the writer speaks of a Brother who was run over by a negro on a wheel while he was passing from one street car to another, an occurrence that could not have happened in Water Valley, as they have no street cars and I never saw a negro on a wheel there. Through business is good here

but our local business is quite dull. Cotton crop is very short and merchants buying (very little goods. I will try and write again soon and hope that I can say business is good and we are hiring Order men. [J. B. T. was credited to Water Valley, Miss., in error. It should have read Savannah, Ga.—Ed.] O. A. HARRISON.  
Canton, Miss.

#### Editor Railway Conductor:

Statement of the receipts of the Railway Men's Home for the month of October, 1900:

##### O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
27.....	\$ 5 00	178.....	\$12 00
32.....	5 00	217.....	3 50
44.....	15 00	222.....	12 00
101.....	2 00	256.....	12 00
157.....	15 00	260.....	5 00
172.....	12 00	274.....	5 00
173.....	12 00	326.....	3 00
Total.....		\$118 50	

##### L. A. TO O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
12.....	\$ 5 00	57.....	\$10 00
47.....	5 00	59.....	10 00
Total.....		\$30 00	

##### PERSONALS AND MISCELLANEOUS.

Brother Walter Willis.....	\$10 00
Jessie G. Forrester, M. D., Books.....	
Mrs. W. H. Gates, collected from Engineers, Trainmen, Conductors, and Firemen Auxiliaries.....	8 00
Sold second hand fruit jars.....	5 00
Freight refunded.....	25 05
Bill refunded on clothing.....	2 95
Brother C. A. Flynn, Lucas, Iowa, two feather beds, two pillows, seven wool blankets and two pillow slips.....	
L. A. to B. R. T., No. 3, six dozen teaspoons.....	
L. A. to O. R. C., No. 9, two dozen teaspoons.....	

##### SUMMARY.

O. R. C. Divisions.....	118 50
B. L. E. Divisions.....	107 05
B. R. T. Lodges.....	101 01
B. L. F. Lodges.....	25 50
L. A. to O. R. C.....	30 00
G. I. A. to B. L. E.....	71 00
L. S. to B. L. F.....	31 00
L. A. to B. R. T.....	14 70
Grand Lodge L. A. to B. R. T.....	50 00
Personals, etc.....	54 00

Grand total.....\$605 76

MRS. T. B. WATSON,  
Sec. and Treas.

Highland Park, Ill.

#### Editor Railway Conductor:

As our term of office will expire before we are sixty days older, and in reviewing our record for 1900 find but little that redounds credit to said record as a writer and would suggest that the members of Division 44 "turn in" their correspondence of the past and draw a new one when they draw their supply of officers for 1901, as we will gladly deliver up all keys and company property to give a good man a chance.

We are only too glad to be able to report Brother Jake Meyers, who had such a serious spell of sickness during the spring and summer, back on his run, looking fine.

Brother Andy Ingling was visiting his home and friends in Denver the latter part of October, but has returned to Rawlins, Wyo., where he is running freight on the U. P.

Many of our members that were "boys together" with the writer when we were doing all the laps on freight we couldn't get out of, are now encased in pretty blue uniforms with crowns of the same, trimmed with rich gold cord, and to say our boys look swell don't cut the bell cord. Among them we notice little Jimmie Rogers, Johnny Mann, and so many more we can't find time or room to "line 'em up."

Brother Sam Stewart, so widely and favorably known as a yardmaster, was, during the presidential campaign, touring the state in the interests of some railroad men who are aspirants for office. We wish we could only get a full train, loaded with such railroad men as Sam, headed in on the political track and perhaps less of the fraternity would get the "board" turned against them when their hair did not suit the taste of the medical examiner or they could not pick their nose with the index finger of their right hand because they had worn it off pointing out scenery to "tenderfeet" in the interest of some railroad company. Who knows but some of our common, everyday conductors might fill the president's chair some day if they will devote time as earnestly to politics as they have to railroading in years gone by?

Brother W. W. Hinkley has been to Wyoming where he has taken up a fish ranch twice during the fishing season. He has a comfortable little house on the same and the stream runs right through his claim, so he can catch, fry and eat the beautiful spotted trout on Hinkley's own premises. The first article in *THE CONDUCTOR*, entitled "A Trip to Trap Lake," by "W. D. A.," was the one caught our sporting eye at once and called to memory one similar to it we had contemplated for a year, but did not take, for, raised from boyhood in the "wild and wooly west," surrounded by game of all kinds, from the meek-eyed "cotton tail" to the crossland crabid "silver tip" or grizzly bear, it is not surprising to know that our heart still leaps forth with joy when we think of leaving the dusty confinements of railroad life in the rear, and about the time Old Johnnie Frost has painted the cottonwood, scrub oak and quakenasp leaves a delicate orange hue, seek freedom and rest in some se-

cluded spot in the heart of the Rockies, (where white man never was before), and where nature had painted real pictures of the grandest scenery on earth, with sparkling brooks and springs, filled with the purest water in the world, surrounded by dense forests of pine, quakenasp and spruce, all as free as the pure air, and there pitch our own little tent as "monarch of all we survey," together with half dozen good fellows fry your own bacon, "buckskin," (Indian name for deer), delicious trout and drink black coffee until you are as full as a pneumatic bicycle tire, and if you are an "old back" or "grass" widower, have the satisfaction of knowing an ape-faced, dumb-looking waiter is not in close pursuit ready to write you a check for twenty cents as payment in full for a cup of cold water smothered in mud, called coffee for convenience sake, a dish of cold storage oatmeal arranged for a previous date, but not used. After you have finished the meal described, lighted your trusty pipe for a hearty smoke, and settled the little bachelor's quarrel as to who shall wash the dishes and unanimously decide to "let 'em go," either gather around the camp fire, which you renew with a few rich pine knots or dry limbs, and there chat and plan for the morrow, or fill your belt with Winchester "soft-nosed" ammunition and slip out in the forest to chase the antelope over the plain and the wild prairie chicken bind with a chain.

Brother Mac Ward took one of these trips, but did not say anything about it before or since. Guess he didn't get anything or he would surely have sent in his report. We did not overlook the cute little verses "On the Rip" from the pen of No. 7. Many more good things in the same issue caught our eye, but if we stop to switch 'em out we can't make our meeting point with Conductor Clark at Cedar Rapids, so we will couple up with what we have and go, so "put me out" at "40" and tell 'em 44 will be "into clear" for 1901, with "tail lights" showing white for all worthy O. R. C. men bound in either direction, as their card "rights" with the knowledge of the road will entitle them right of track in our Division yard.

Denver, Colo.

HOT TAMALES.

## THOMPSON'S BLACKBERRY PIES.

[The following verses were written when the writer was running a work train and struggling with the Spanish language, during the construction of the Mexican Central Railway. The "eating houses," so called from habit and courtesy in those days, were in box cars, "spurred out" at the different points, and were managed by Mr. Wm. Thompson and his estimable wife. For the past ten years Mr. Thompson has been a Pullman conductor, running from San Antonio, Tex., down into the land of the "serpent and cactus." Hoping the apology is adequate to the offense, I now append the lines:]

I'm an old-time Rox, off half the roads,  
From Maine to Mexico;  
And I've let 'em down the mountain sides  
Through rain, sleet, hail and snow;  
But the toughest deal I ever got  
'Neath clear or cloudy skies,  
Was the desert in the boarding cars—  
Thompson's BLACKBERRY Pies.

In Texas, on the Sunset Route,  
On the banks of the Rio Grande,  
You get your "squares" three times a day—  
They're the finest in the land.  
But in Mexico, where the Greaser lives,  
And the skulking cayote cries,  
You get the great "what is it?"  
Thompson's BLACKBERRY Pies.

From Paso del Norte to the end of the line  
You get 'em three times a day.  
They look like a sun-burnt buffalo chip  
And they're dryer than Kansas hay.

They'd knock your digestion higher'n a kite,  
They'd sever friendship's ties;  
They'd make a Chinaman cut off his que—  
Thompson's BLACKBERRY Pies.

From causes many and startling,  
The railroader gives up the ghost;  
And the verdict, no matter how soothing,  
Can keep him from going to roost.  
But the next man that dies on the Central,  
And as up to high Heaven he flies,  
I hope they'll bring in a true verdict of  
Thompson's BLACKBERRY Pies.

O'er the plains come the winds of bleak winter;  
Blackberries are now out of date,  
And a prayer from my heart goes Heavenward  
As the joyous fact I relate.  
May the future prove full of great blessings,  
Let us hope as the old year dies  
That Heaven may protect and defend us  
From Thompson's BLACKBERRY Pies.  
Knoxville, Tenn. Digitized by Google

A. E. BATES.





### *Appropriate Dress—When a Right to Ride.*

In a recent and novel case brought against the Chesapeake & Ohio Railroad Company, the question was whether a man had the right to ride in the saloon of the company's steamer in his shirt sleeve. The plaintiff in the action was Garrett H. Smith, and when the officers of the boat refused to allow him a ride on account of his costume i. e., because of being in his shirt sleeves, and he brought suit for damages. On the trial of the case the jury decided that a man was not appropriately dressed who was in his shirt sleeves and returned a verdict against Mr. Smith.

It cannot be said that this is exactly a shirt waist case, but it will only be a short time when the shirt waist will have to be judically passed upon.



### *The Weekly Wage Law Sustained.*

Judge Joseph Leffler of the Delaware County Circuit Court, Indiana, has rendered a decision affirming the constitutionality of the weekly wage payment law. It was in the case of Daniel McAbee, state factory inspector, against the Republic Iron & Steel Company. In the ruling, the court holds that the law does not circumscribe the liberties of the employer any more than the failure to pay weekly limits the liberty of the employee.

This law requires railway companies to pay employes monthly. This has been found impracticable as from ten to fifteen days are required to make out the time and pay-rolls and pay the men.



### *Accident Insurance—Classification—Esloppel.*

Where plaintiff informed the defendant's agent fully of the manner in which

he conducted his business; that he was engaged in buying and shipping cattle to market, and usually accompanied and attended them on the way and applied for a policy that would cover accidents while he was so engaged. The agent submitted the application with all the facts, and that the insurance desired should cover accidents while engaged in shipping and attending the cattle to market, and was classified as a cattle dealer or broker and shipper, and given a policy which the agent assured him covered accidents sustained when engaged in shipping and attending cattle, etc. Plaintiff relied on the representations and paid the premium and received the policy. Subsequently plaintiff lost a hand by attempting to climb upon a car after having attended his cattle while making a shipment. *Held*, that the insured having paid for the policy in good faith of the correctness of the agent's description of his occupation and classification of the risk, the law will not permit the company, after an injury has occurred, to change definition of the plaintiff's occupation, and the classification of the risk, to his prejudice. The company is bound by the terms of the contract as it was understood and entered into by its agent with the insured.

Travelers Ins. Co. vs. Snowden. Neb. S. C., June 30, 1900.



### *Mutual Accident Insurance—Cause of Death—Evidence.*

In an action on a policy issued by a mutual association, the uncontradicted testimony of five medical experts showed that the insured, while in apparently perfect health, sustained an injury by a violent fall sufficient to cause death by deficient circulation through weakening of

the heart, occasioned by the shock and the local injury. After a month's treatment, during which time his physician found him several times in an inapparently dying condition, he started, in an unhealed condition, on a considerable journey, and without any other known cause or illness, died four days later. The post mortem examination revealed no cause of death except such as was directly traceable to the injury, the evidence of which was distinctly visible. *Held*, That the testimony was sufficient to submit to a jury the question whether death of the insured was the result of the injury. Judgment for defendant reversed in favor of plaintiff.

*Thurber vs. Commercial Travelers Mutual Accident Ass'n.* N. Y. S. C., May 10, 1900.

#### *Constitution and By-Laws—Terms of Reinstatement.*

In an action upon a certificate of insurance, held,

1. That the Constitution and By-Laws of a beneficial association constitute a contract between the association and a member [with which a court has no right to interfere.

2. That the association had a right to refuse to reinstate a member who had been dropped for just cause, and, having that right, it also had a right to impose terms upon which such member should be reinstated.

*Saerwein Etc. Ass'n vs. Jaman.* N. Y. S. C. 65 N. Y. Sup. 501.

#### *Railroad Law—Train Service—Injury to Passenger Traveling on a Pass.*

Where a passenger on a railroad train when injured is traveling on a pass by which he "assumes all risk of accident, whether occurring from negligence or otherwise," may recover for the injury if it is caused by the negligence of the company. This decision rests on the rule of the Supreme Court of the United States, which declares that it is the duty of a carrier who undertakes to convey a passenger gratuitously to exercise the greatest possible care and diligence, and that any negligence in such a case might well deserve the epithet of gross negligence. Such being the law, the contract relied on

in this case was unavailing, because it is a contract to relieve the carrier from the consequences of its own gross negligence, and hence, the law will not permit such a contract.

*Farmers Etc. Trust Co. vs. Baltimore & Ohio Ry. Co., U. S. C. C., Indiana.* 102 Fed. Rep. 17.

#### *Injury to Passenger—Degree of Care Required.*

In an action against the defendant company for damages for injuries resulting from the falling of a seat in one of the passenger coaches the court held that the duty of the railway company to exercise a high degree of care for the safety of its passengers as clearly requires that that degree of care to be exercised in providing seats in its cars or the road-bed, or in running its trains.

*International, Etc. Ry. Co. vs. Anthony.* Tex. C. of App. 57. S. W. Rep. 337.

#### *The Rights of Strikers Clearly Defined.*

In discussing the reciprocal rights of employer and employe, Justice McLaughlin, of the New York Appellate Court, said: "It cannot be seriously questioned that every workman has the right, in the first instance, to say for whom and with whom he will work. This right is given to every person of legal age who is competent to act. An employer has the absolute right to say whom he will employ, and the employe has the right to say by whom he will be employed and with whom he will work. The right is reciprocal, and once that right is destroyed personal liberty is destroyed and chaos reigns. And if one has the right, acting in his own individual capacity, he does not lose it when acting with others clothed with an equal right, so that employers may combine and say that they will not employ persons who are members of a labor organization, and laborers may combine and say they will not work for employers who engage any but members of their labor organization. So held, in case of National Protective Association, Etc. vs. Enterprise Association, Etc. N. Y. App. C. May, 1900.

NOTE.—Applying this doctrine to what is known as blacklisting among railroad companies it appears that the law upholds blacklisting.

# OFFICIAL CHANGES.

J. A. Middleton has been elected third vice-president of the Erie.

Moses Williams has been elected president of the Fitchburg Railroad.

L. A. Wilcox has been appointed trainmaster of the I. I. & I. at Kankakee, Ill.

G. B. Cliff has been appointed general superintendent of the Seattle & International.

S. S. Morris has been appointed trainmaster of the Chicago & Alton at Bloomington, Ill.

F. J. Becheley has resigned as trainmaster of the Springfield division of the Illinois Central.

Beriah Warren has been appointed general superintendent of the St. Louis Troy & Eastern.

L. S. Miller has been made assistant to the president of the Erie, with headquarters at New York.

D. Humphrey has been appointed trainmaster of freight terminal of Chicago district of the Illinois Central.

J. H. Mace has resigned as superintendent of the St. Louis division of the St. Louis & San Francisco.

W. W. Baggs has been appointed superintendent of the Apalachia Short Line, with office at Apalachia, N. C.

W. S. Jones has been appointed general superintendent of the Rutland Railroad. Headquarters at St. Albans, Vt.

A. B. B. Harris has been appointed acting superintendent of the Georgetown & Western at Georgetown, S. C.

T. D. Copping has been appointed trainmaster of the St. Louis Iron Mountain & Southern at Little Rock, Ark.

E. H. Coapman has been appointed trainmaster of the Springfield division of the Illinois Central at Clinton, Ill.

J. D. Moore has resigned as superintendent of the Arkansas division of the St. Louis Iron Mountain & Southern.

T. F. Dunaway has been appointed manager of the Nevada-California-Oregon Railroad. Headquarters at Reno, Nev.

Frank G. Patterson has been appointed vice-president and general manager of

the Pittsburgh Johnstown Ebensburg & Eastern. Headquarters at Altoona, Pa.

W. G. Pearce has been appointed general manager of the Seattle & International. Headquarters at Seattle, Wash.

John K. Cowan has been chosen president and receiver of the Pittsburgh & Western, vice Thomas M. King, resigned.

Harry Flavin has been appointed assistant superintendent of the Colorado division of the Union Pacific at Denver, Colo.

W. E. Quinn has been appointed superintendent of the Shreveport & Red River Valley. Headquarters at Shreveport, Texas.

J. A. Middleton has been elected third vice-president of the New York Susquehanna & Western. Headquarters at New York, N. Y.

John H. Frech has been appointed trainmaster of the main line of the Philadelphia & Reading with headquarters at Reading, Pa.

G. R. Huntington has been appointed general superintendent of the Minneapolis St. Paul & Sault Ste Marie. Headquarters at Minneapolis, Minn.

F. T. Dolan has been appointed superintendent of the Chicago division of the Atchison Topeka & Santa Fe. Headquarters at Chicago, Ill.

P. D. Sheehan has been appointed trainmaster on the second and third districts of the Kansas City Southern. Headquarters at Poteau, I. T.

James Wilson has been appointed general superintendent of the Warren & Corsicana Pacific at Warren, Texas, vice J. N. Johnson, resigned.

Avery Turner has been appointed superintendent of the middle division of the Atchison Topeka & Santa Fe. Headquarters at Newton, Kas.

H. A. Tice has been appointed superintendent of the Oklahoma division of the Atchison Topeka & Santa Fe. Headquarters at Wichita, Kas.

G. H. Olmstead has been appointed acting superintendent of the Montana division of the Oregon Short Line. Headquarters at Pocatello, Idaho.

H. H. White has been appointed trainmaster of the Galveston Houston & Northern and Texas & New Orleans. Headquarters at Houston, Texas.

C. R. Gray has been appointed superintendent transportation of the St. Louis & San Francisco and operated lines. Headquarters at St. Louis, Mo.

O. Irwin has been appointed assistant superintendent of the E. & A. division of the Pennsylvania lines west of Pittsburg. Headquarters at Newcastle, Pa.

J. H. Elliott has been appointed trainmaster of the Springfield-St. Louis division of the St. Louis & San Francisco. Headquarters at Springfield, Mo.

Leonard Goodwin has been appointed general superintendent of the Lehigh & New England, vice W. J. Young, resigned. Headquarters at Pen Argyle, Pa.

George E. Ayer has been appointed superintendent of the Panhandle division of the Atchison Topeka & Santa Fe. Headquarters at Wellington, Kas.

J. M. Walsh has been appointed acting superintendent of the Central division of the St. Louis Iron Mountain & Southern. Headquarters at Little Rock, Ark.

J. A. Quinn has been appointed superintendent of the Kansas & Oklahoma divisions of the St. Louis & San Francisco. Headquarters at Monet, Mo.

A. G. McCausland has been appointed superintendent of the Wilmington & Columbia division of the Philadelphia & Reading, with headquarters at Camden, N. J.

C. M. Himmelberger has been appointed trainmaster of the P. H. & P. and the G. & H. branches of the Philadelphia & Reading, with headquarters at Harrisburg, Pa.

A. E. Babcock has been appointed superintendent of the Coronado Railroad, vice G. E. Babcock whose title was general manager. Headquarters at Coronado, Cal.

Charles M. Hays, formerly general manager of the Grand Trunk, has been chosen president of the Southern Pacific Company. Headquarters at San Francisco, Cal.

G. O. Sarvis has been appointed trainmaster of the Lebanon Valley and East Pennsylvania branches of the Philadelphia & Reading, with headquarters at Reading, Pa.

D. W. Saterlee has been appointed assistant trainmaster of the Perkiomen Railroad, a part of the Philadelphia & Reading, with headquarters at East Penn Junction, Pa.

W. J. McKee has been appointed superintendent of the Arkansas division of the St. Louis Iron Mountain & Southern, vice J. D. Moore resigned. Headquarters at Little Rock, Ark.

Henry Wood has resigned as general manager of the Choctaw Oklahoma & Gulf. F. I. Gowen, president of that line, will assume the duties of the office in addition to his own.

J. L. Welsh has been appointed superintendent of the South & North Alabama and Birmingham Mineral divisions of the Louisville & Nashville. Headquarters at Birmingham, Ala.

Elijah Smith has been elected president of the Eel River railroad, that portion of the Wabash lying between Logansport, and Butler, Ind., the lease of the Wabash having been annulled.

W. S. Carson has been appointed trainmaster on the Philadelphia & Reading. Mr. Carson held the position of general yardmaster of the Terminal Railroad Association of St. Louis.

Roland P. Johnson has been appointed trainmaster of the S. V. division of the Norfolk & Western; his jurisdiction extending over the territory between Williamson and Kenova, W. Va.

E. W. Cram has been elected president of the Bangor & Aroostook, and succeeds A. A. Burleigh, who preferred the vice-presidency of that road. Mr. Cram will continue as general manager.

A. E. Law has been appointed assistant general superintendent of the Northern Pacific. Headquarters at Tacoma, Wash. He succeeds Mr. W. G. Pearce who becomes assistant to general manager.

Charles A. Beech, recently appointed superintendent of the Atlantic City division of the Philadelphia & Reading, has been appointed superintendent of the Philadelphia division of that road, vice W. A. Garrett, transferred.

Jacob M. Funk has been chosen president of Crooked Creek Railroad. Headquarters at Lehigh, Iowa. F. E. Wilson has been elected secretary and general manager of the same road, with headquarters at Webster City, Iowa.



# MENTIONS

## CHARLES M. HAYS.

Charles M. Hays, now general manager of the Grand Trunk, has been selected for the presidency of the Southern Pacific Railroad to succeed the late Collis P. Huntington. He was the unanimous choice of the committee appointed to make the selection, and the work of the committee has been approved by the directors.

The directors say that he is the best possible railroad man for the presidency. He is thoroughly en rapport with the other officials, and stands at the head in his knowledge of modern methods in railroading. His management is expected to largely increase the net earning ability of the vast system.

Mr. Hays will not assume his new duties until the first of the year. He will reside in San Francisco, and will have charge of the operations of the railroad, with C. H. Tweed as chairman in New York. Mr. Hays was born at Rock Island, Ill., in 1856.

On the 10th day of November, 1873, he entered railway service as a clerk in the passenger department of the Atlantic & Pacific Railway at St. Louis. From January to March, 1874, he was employed in the auditor's office, and from the latter date to January, 1877, as clerk in the office of the general superintendent. From January, 1877, to April, 1884, he was secretary to the general manager of the Missouri Pacific. He then accepted a position as secretary to the general manager of the Wabash, St. Louis & Pacific, in which capacity he remained until October, 1886, when he was appointed assistant general

manager of the same road. In July of the same year he was made general manager of the Wabash Western Railway, and in July he was made general manager of the Wabash Railroad Company, which was the successor to the Wabash Western and Wabash Railways. In February, 1894, he was elected vice-president and general manager of the Wabash Rail-

road, in which position he continued until December 31, 1895, when he resigned to accept the position of general manager of the Grand Trunk Railway.

Having worked up to his present position from an ordinary clerkship, and having had much experience as secretary to general managers who were men of ability and merit, Mr. Hays has had a thorough schooling and a wide experience and his success in climbing up as he has and attaining the position he has attained at a comparatively early age, demonstrates very fully his ability



CHARLES M. HAYS.

ty and marks him distinctly as a self-made man. He is appreciative to the last degree of the meaning of merit in railway service, and he is as just in his dealings with his subordinates as he was conscientious when he was a subordinate himself. He is a strict disciplinarian, but strict discipline does not necessarily mean a harsh master. He demonstrates in many ways his kind interest in the welfare and happiness of his army of employes and at all times commands their confidence, as well as their respect.

When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your *name, Division number and address.*



J. G. Ashbridge, Secretary of Division 204, desires the address of Brother Samuel J. Cameron of that Division.



Brother L. A. Wilcox, a member of Division 118, at Streator, Ill., has been appointed trainmaster of the I. I. & I. at Kankakee, Ill. THE CONDUCTOR tenders its hearty congratulations and wishes Brother Wilcox success.



Brother P. D. Sheehan, of Division 380, who has been appointed trainmaster of the second and third districts of the Kansas City Southern, carries with him the best wishes of all in his new field. We wish Brother Sheehan success.



THE CONDUCTOR is pleased to mention the promotion of Brother W. W. Baggs of Division 386, to the position of superintendent of the Apalachia Short Line, at Apalachia, N. C., and extends congratulations and best wishes for his success.



Brother Roland P. Johnson, of Division 351, has been appointed trainmaster of the Norfolk & Western between Williamson and Kenawa, known as the S. V. division. THE CONDUCTOR extends its congratulations and the best wishes of the members of the Order generally.



We are pleased to acknowledge invitations from Divisions 36, 89, 193 and 3, to attend balls given by those Divisions on Oct. 31, Nov. 22, Nov. 30, and Nov. 15 respectively. The invitations of Divisions 193 and 89 were in the form of a 31 train order and presented a very unique appearance.



Brother J. T. Savage, of Division 304, has been appointed trainmaster of the J. A. division of the Illinois Central at Natchez, Miss. It is a pleasure to THE CONDUCTOR to chronicle these promotions and we feel that the Order everywhere join us in extending to Brother Savage our best wishes for his success.



Brother William Jordan, a member of Division 108, was shot and dangerously wounded on October 17, by a drunken negro on his train. The negro had imbibed from a bottle of forty-rod whiskey after getting on the train, until he imagined that some one was trying to place a rope about his neck. Brother Jordan tried to induce the negro to keep quiet, when the negro thrust a Colt navy revolver in his face and sent a ball into

Brother Jordan's mouth. We hope that justice may mete out the same punishment conjured in his imagination and rid the community of one more of that class which menaces its safety.



On the evening of the 7th, A. G. C. C. Garretson organized Division 406 at Monmouth, Ill. Not having the report of the organization at hand, we can give no further information than that which appears in the directory of this number.



The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

CARD NO.	NAME.	DIV. NO.
271.....	J. H. Dolan.....	53
892.....	George Bertram.....	178
8185.....	W. L. Coulter.....	94
9368.....	W. C. Smith.....	185
10396.....	H. J. O'Brien.....	118



One of the pleasantest meetings was held by Division 41 at Blue Island, Ill., on the occasion of Brother Corbitt's visit to them on Oct. 23. The Division express high appreciation of the advice and encouragement given them by Brother Corbitt and also by Brothers Matthews of Division 54, O'Connor of Division 1, and Flemming and Holland of 222, who were welcome visitors. Division 41 has had some discouraging experiences, but has bravely met and conquered every one and has forged steadily ahead, to their great credit.



There are lying in the general office of the Order, checks for the following named which were mailed to their address and returned "unclaimed." If the address of any of them can be given it will be appreciated:

T. H. Wells, formerly member	Div. 1.
C. Monahan, " " "	" 31.
J. D. Hoover, " " "	" 171.
C. S. Abbott, " " "	" 209.
F. M. Boughton, " " "	" 245.
A. B. Lacey, " " "	" 245.



Edwin C. Madden, third assistant post master general is a member of the B. of L. E. and is the originator of the idea of putting postage stamps up in books which protect them from sticking together or to other things. The Metropolitan Philatelist calls attention to the fact that during the first three months of the sale of these books nearly three millions of books, valued at over one million dollars, were sold, and that the profit to the government, of four-fifths of a cent on each book, amounted to about \$25,000, or at the rate of \$100,000 per year.



These figures are undoubtedly correct but we would rather have the amount saved to purchasers of stamps than the profits of the government. We all know more or less about postage stamps stuck together in the pocket.



Brother M.S. Bogert, Secretary of Division 57, has adopted a most interesting method of advising the members of that Division on matters of general interest connected with the Division. He issues at stated periods a postal card which not only gives a synopsis of the affairs of the Division, but contains many valuable suggestions and reminders to the members. Brother Bogert, in his card for October, complimented the work of ye associate editor in his improvement of THE CONDUCTOR. We feel grateful for assurances of this nature.



Our readers and members must not forget that the advertising patronage of THE CONDUCTOR can only be maintained and increased by their co-operative efforts. Advertisers must have some evidence that their advertisements are being read, if they would continue with us. Therefore, we urge particularly upon our membership to patronize those who patronize them.

It is with pleasure that we call attention to our increasing advertising patronage, but this can be doubled if our readers will co-operate with us, answering the advertisements and always give THE CONDUCTOR the credit.



In replying to an invitation to attend the recent union meeting of the railway Brotherhoods at Toledo, Ohio, Mr. Chas. M. Heald, President of the Pere Marquette R'y, wrote a letter to the chairman of the committee on invitations which breathes so considerate a feeling for the employees and such appreciation of the efforts and accomplishments of their organizations in the upward and onward movement that we feel sure it will be read with pleasure by all. The letter was as follows:

"My Dear Sir:—I am in receipt of your printed invitation to be present at your meeting on Sunday next, and I deeply regret that I will not be able to be with you.

"I concur fully in the sentiment expressed in your circular invitation, that it is important that there should be a clearer and closer relationship between employer and employe, through which that feeling of harmony and contentment may be secured that invariably brings about a better service and better results to all concerned, and it would afford me special pleasure to be able to be present, that I might give personal expression to these thoughts.

"In an article which I recently wrote for

publication in one of the trade papers of Michigan, bearing on the changes and improvements that have taken place in the management of railways in this country during the last few years, I said, among other things, that while we cannot fail to recognize the wonderful progress made in the construction of roadways and in the motive power and equipment of the railways of our country during the last three score and ten years, we realize with profound pleasure and satisfaction the mental and moral development of the men employed in this great work, and in no branch of the service have improvement and progress been so marked. The building of railways advanced so rapidly after they were once started, that it was impossible to properly educate the men for the duties for which they were to be assigned, and experience, frequently at the expense of the property, was the only feature. This experience while thoroughly efficient, was too often costly, and careful training was found to be absolutely essential to safety and success. Necessarily, in gathering together such large bodies of men as are required to handle our great railway properties, it was to be expected that some irresponsible and reckless fellows would be found among them. A careful and systematic weeding out process has been going on for years, until now, and even for a few years back, the railway men of this country, constituting as they do about one-twelfth of the entire working population of the country, are recognized as the most law-abiding, loyal and unselfish citizens of our republic.

"This body of men, in this day of labor organizations, could, if they so desired, present one of the most powerful organizations for good or evil to be found in the world, and it is greatly to their credit that their influence has been unfailingly found to have been in the direction of good.

"Upon no other class or body of men does such responsibility rest as upon the railway employes, and for that reason he must necessarily be a man of high character, coupled with good physical development, to enable him to successfully carry the burden assigned to him. Such the railroad employe of the present day is generally admitted to be.

"While the railroad employe, by virtue of his position, is a servant of the public, he is at the same time, the peer of all. To him are entrusted the lives and property of millions, and the safe and comfortable movement of this large body, at all times and under all kinds of adverse conditions, is the best answer as to the character of the man and the manner in which he fulfills the trust committed to him.

"The organization and perpetuation of many of the mutual benefit societies or orders to which the railroad men belong, have by their salutary teachings brought

the best qualities of the men to the front, and established an esprit de corps so essential to success. The value of this work is daily demonstrated in every department of the service.

"The democracy of railroad life is the keystone to the railroad man's success. No man is born to his position. The higher and more important positions of all the railroads of the country are filled with men who have risen to them by their own efforts. The field is open alike to all, and the opportunities are as great today as they have been in the past, but refinement and education are now among the necessary qualifications. Every man is the maker of his own future. The presidents and general managers of the road, 25 years hence, are now filling some minor positions, picking up threads of knowledge and experience as opportunities offer, and fitting themselves for the work which, on account of the natural improvement which is being daily effected, will necessarily be more important even than that of the present.

"There is one phase in the life of a railway man and its relation to his surroundings which has probably attracted little or no attention. This has in my opinion as great a tendency to encourage or discourage him, resulting in corresponding improvement or neglect, as any one or possibly as any of the main forces he comes in contact with, and that is the aid and encouragement which he should receive from the public. That large body which

he is serving, and for which, if he is loyal and honest, as the great majority of workers are, he is applying all that is best in him. If he finds that his work is appreciated, it adds greatly to his ambition, and gives him renewed power and interest in his work, which results in great benefit, not only to himself, but to those he has undertaken to serve, the public. If, on the other hand, he is treated with indifference, or worse still, with suspicion, and is brought to realize that the public are disposed to belittle the importance of his position, even going so far as to insult him by offering him bribes to neglect his work on the score of getting even with his employers, who, it is argued, may not properly appreciate his work, which I am glad to say in this day of enlightenment and consequent relation between employer and employe, is not true, he loses interest in his work, succumbs to the temptation to do wrong, forfeits the respect and confidence of his employer, and loses what is of inestimable value to him, the respect and confidence of his fellow-men.

"Permit me to extend to you and to others associated with you in the call for this meeting, my best wishes and sincere hope that this gathering will be of great pleasure as well as profit to all who may respond, and that your success upon this occasion may encourage you to repeat them frequently at suitable periods throughout the year. Yours truly,

"CHAS. M. HEALD,  
"President."

If the address on the wrapper of your CONDUCTOR is not correct, detach this coupon after filling out properly, and send the same to us:

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

### CHANGE OF ADDRESS.

Name..... Division.....

Box or Street and No.....

Postoffice..... State.....

FROM

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.



# OBITUARY

**ANGSTADT**—Brother W. L. Angstadt, Division 229, Reading, Pa.  
**AUGUST**—Father of Brother John W. August, Division 73, Ashtabula, O.

**BAKER**—Son of Brother W. L. Baker, Division 346, Babcock, Wis.  
**BENDER**—Brother I. Bender, Division 43, E. Syracuse, N. Y.

**CARNEY**—Brother S. Carney, Division 43, E. Syracuse, N. Y.  
**CARTER**—Brother of Brother Grant Carter, Division 112, Centralia, Ill.  
**COLLINS**—Wife of Brother Joe Collins, Division 55, Kansas City, Mo.

**DAWSON**—Brother C. Dawson, Division 104, Middletown, N. Y.  
**DAVIS**—Brother J. M. Davis, Division 155, Syracuse, N. Y.  
**DEPUE**—Brother A. Depue, Division 225, Hornellsville, N. Y.

**EMERSON**—Son of Brother J. A. Emerson, Division 61, LaCrosse, Wis.

**FERGUSON**—Daughter of Brother Sid Ferguson, Division 105, Meridian, Miss.  
**FINLEY**—Brother J. E. Finley, Division 175, Memphis, Tenn.

**GREEN**—Brother V. M. Green, Division 136, Huntington, W. Va.

**HAMNER**—Father of Brothers M., of Division 141, and J. W. and J. G. of 378.  
**HEITZMAN**—Mother of Brother C. F. Heitzman, Division 54, New York, N. Y.  
**HUNT**—Brother J. D. Hunt, Division 131, Little Rock, Ark.

**INGLE**—Brother R. W. Ingle, Division 173, Chadron, Neb.

**JOBBIT**—Wife of Brother John Jobbit, Division 17, Toronto, Ont.  
**JOHNSON**—Brother E. J. Johnson, Division 349, Crewe, Va.

**LYNN**—Brother W. H. Lynn, Division 232, Sioux City, Ia.  
**LATIMER**—Brother R. M. Latimer, Division 123, Macon, Ga.

**MARTIN**—Wife of Brother B. P. Martin, Division 196, Jacksonville, Fla.  
**MCINERNY**—Brother Thomas McInerny, Division 351, Kenova, W. Va.  
**MOODY**—Brother W. L. Moody, Division 44, Denver, Colo.  
**MORTHLAND**—Brother D. C. Morthland, Division 175, Memphis, Tenn.

**OLMSTEAD**—Brother W. H. Olmstead, Division 3, St. Louis, Mo.

**RICHESON**—Brother T. L. Richeson, Division 227, Lincoln, Neb.  
**ROUSH**—Brother L. A. Roush, Division 201, McKees Rocks, Pa.

**WENE**—Father of Brothers H. T. and William Wene, Division 381, Howell, Ind.  
**WHITE**—Brother T. F. White, Division 156, Carbondale, Pa.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## GENERAL INFORMATION RELATIVE TO THE MUTUAL BENEFIT DEPARTMENT.

Assessment No. 373, for the death of Isaac M. Davis, October 24, 1900, was issued October 1, 1900. Time for payment expires December 31, 1900.

## BENEFITS PAID FROM SEPTEMBER 21, 1900, TO OCT. 20, 1900, INCLUSIVE.

Ben No.	NAME.	CAUSE.	Div.	Cert No.	Series.	FOR	AMT.
1969	R. S. Adgate	Typhoid Fever	104	5076	C	Death	\$3,000
1970	Chas. DeReamer	Abscess Liver	291	51	B	Death	2,000
1971	D. Lynch	Consumption	97	233	B	Death	2,000
1972	F. Sample	R. R. Accident	332	5213	A	Death	1,000
1973	P. F. Sullivan	R. R. Accident	131	5307	A	Death	1,000
1974	J. S. Ashton	Heart Disease	210	4607	A	Death	1,000
1975	J. W. Benjamin	Pneumonia	111	39	A	Death	1,000
1976	H. E. South	Consumption	299	260	B	Death	2,000
1977	Thos. Lawler	Accident	200	1576	B	Death	2,000
1978	E. E. Owens	Typhoid Fever	216	1318	B	Death	2,000
1979	T. D. Hicks	Small Pox	53	774	A	Death	1,000
1980	H. Florin	Cancer	2	2340	C	Death	3,000
1981	F. J. Donnelly	Heart Disease	383	2578	B	Death	2,000
1982	S. B. Culver	Heart Disease	145	170	B	Death	2,000
1983	G. M. Zimmerman	Pulmonary Hemor'g	309	582	A	Death	1,000

## NUMBER OF MEMBERS ASSESSED.

Series A, 7,603; Series B, 6,580; Series C, 5,456; Series D, 510; Series E, 72. Amount of Assessment No. 373, \$39,531.

## FINANCIAL STATEMENT.

Received on Mortuary Assessment to Sept. 30, 1900.....	\$4,342,836.15
Received on Reserve Fund Assessment to Sept. 30, 1900.....	53,663.55
Received on Expense Assessment to Sept. 30, 1900.....	80,620.80
Received on Applications, etc., to Sept. 30, 1900.....	64,395.96
	<b>\$4,541,516.46</b>
Total Amount of benefits paid to Sept. 30, 1900.....	<b>\$4,292,467.00</b>
Total Amount of expenses paid to Sept. 30, 1900.....	133,703.79
Cash on hand Sept. 30, 1900, Mortuary Fund.....	50,369.15
Cash on hand Sept. 30, 1900, Reserve Fund.....	53,663.55
Cash on hand Sept. 30, 1900, Expense Fund.....	11,312.97
	<b>\$4,541,516.46</b>

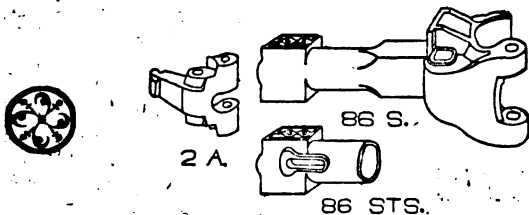
## EXPENSES PAID DURING SEPTEMBER.

Fees returned, \$25.00; Sundry expense, \$8.16; Postage, \$222.00; Stationery and printing, \$28.40; Salary, \$467.50; Mail List, \$15.00; Internal Revenue, \$9.00; Legal, \$113.50.

W. J. MAXWELL, Secretary.

# THE JANNEY COUPLER

The **ORIGINAL** and **LEADING** M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.



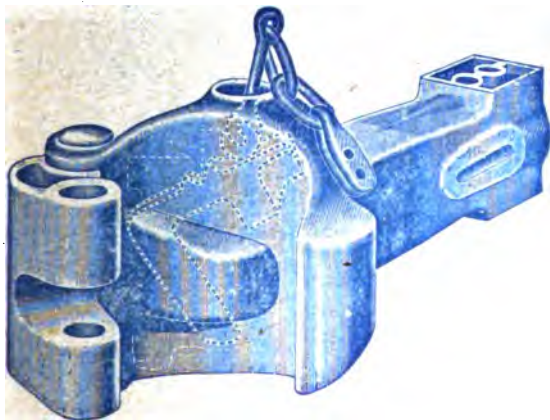
LIST OF DETAILS:

No.	Name	Material
2A	Knuckle	Woot.
86S	Coupler Casting	Malle
86STS	"	Malle
88	Knuckle Pin	Steel
90H	Clevis	Malle
92H	Clevis Pin	Malle
96WI	Locking Pin	Malle
243B	Trigger	Malle

**MANUFACTURED  
ONLY BY**

**THE MC CONWAY & TORLEY COMPANY,  
PITTSBURG, PA.**

**THE NATIONAL MALLEABLE CASTINGS CO.**



**Cleveland  
Chicago  
Indianapolis  
Toledo**



ONLY MANUFACTURERS OF

**THE TOWER COUPLER.**



## GOLD MEDAL, PARIS, 1900

The Judges at the Paris Exposition have  
awarded a

## GOLD MEDAL

to

**Walter Baker & Co. Ltd.**

the largest manufacturers of cocoa and  
chocolate in the world. This is the third  
award from a Paris Exposition.

## BAKER'S COCOAS AND CHOCOLATES



TRADE-MARK

are always uniform in quality,  
absolutely pure, delicious, and  
nutritious. The genuine goods  
bear our trade-mark on every  
package, and are made only by

**Walter Baker & Co. Limited,  
DORCHESTER, MASS.**

ESTABLISHED 1760.



**Absolutely Pure.**

Reject Alum Baking Powders—  
They Destroy Health.

# Vose PIANOS

are receiving more favorable comments to-  
day from an artistic standpoint than all  
other makes combined.

## WE Challenge Comparisons.

By our easy payment plan, every family  
in moderate circumstances can own a fine  
piano. We allow a liberal price for old in-  
struments in exchange, and deliver the piano  
in your house free of expense. You can  
deal with us at a distant point the same as  
in Boston. Send for catalogue and full  
information.

**VOSE & SONS PIANO CO.**

161 Boylston Street, . . . Boston.



No. 86 Summit Ave.,

Plainfield, N. J., Apr. 5, 1899. }

The Piso Company, Warren, Pa.

Gentlemen:

We have great faith in Piso's Cure for  
Consumption, and we are now giving it  
to the baby, two and a half years old.  
My husband has just used two bottles  
and is rid of his cold. He has tried other  
medicines, but always has to fall back on  
Piso's Cure for relief. We have used it  
for 14 years.

Yours truly,

MRS. W. W. MILLS.

Digitized by



DEC 22 1900  
CAMDEN, N.J.

# The Railway Conductor

CEMBER, 1900.



PUBLISHED BY THE  
**ORDER OF RAILWAY CONDUCTORS**  
CEDAR RAPIDS, IOWA

# **Air Brakes**

**More made annually than all other  
styles of power brakes ever built**



**The  
Westinghouse Air Brake Co.**

**PITTSBURG, PA.**



**Over a million and a quarter in  
use on all principal railroads**

# **Air Brakes**



VOL. XVII.

CEDAR RAPIDS, IOWA, DECEMBER, 1900.

No. 12.

## A LITTLE HEROINE.

BY W. D. ANDERSON.

"Ma-a-re-e."

"Ma-a-a-re-e-e."

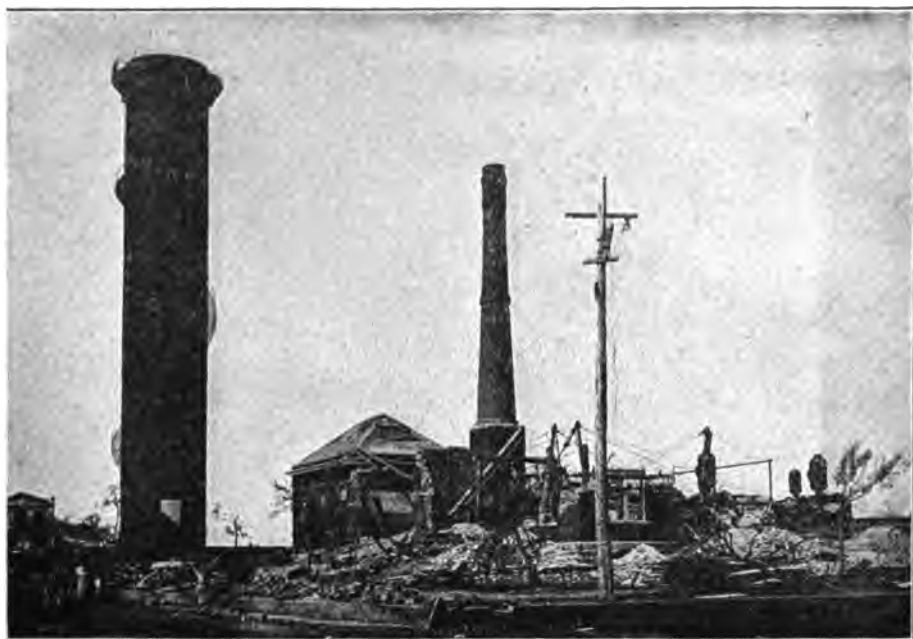
"That good for nothing girl is never about any more. It seems to be her delight to get out of the house the minute she comes from school and go scurrying through the woods like a boy. Dear knows where she is now. I've called myself hoarse and many's the time I've promised to lay the switch on her if she ever run away again, but I relented each time and left her go scott free when her mother's eyes pleaded from hers; but I'll not let sympathy stand between me and duty this time."

It was Mrs. Herron who had been soliloquizing thus, and who had finally expressed herself as determined to punish someone for dereliction of duty. That someone was Mary Graham, an orphan, who had never known father or mother except John Herron and his wife, who was her mother's sister, where she was taken at once on the terrible night that the news was flashed over the wire that Charles Graham had been killed in a wreck. The shock proved fatal to the young mother as well, and within an hour Mary was deprived of both father and mother by the relentless hand of death.

John Herron was a section boss on the Central Midland, and lived in a pretty vine covered cottage near the tracks at a water station—Vinedale. It was not even a village, for the nearest house was "the store" and the schoolhouse at the "corners" nearly a half mile away, where Mary made daily visits in her attendance at school or

upon some errand for her aunt. Back of the Herron cottage the country was undulating and covered with a deep, dense growth of woodland, almost tropical in its wealth of clinging vines. Here Mary was wont to wander, and in its solitude give herself up to the study of nature in its varied forms until the long shadows of evening would awaken her from her happy dreams and tell her that a mantle of darkness would soon enshroud the earth.

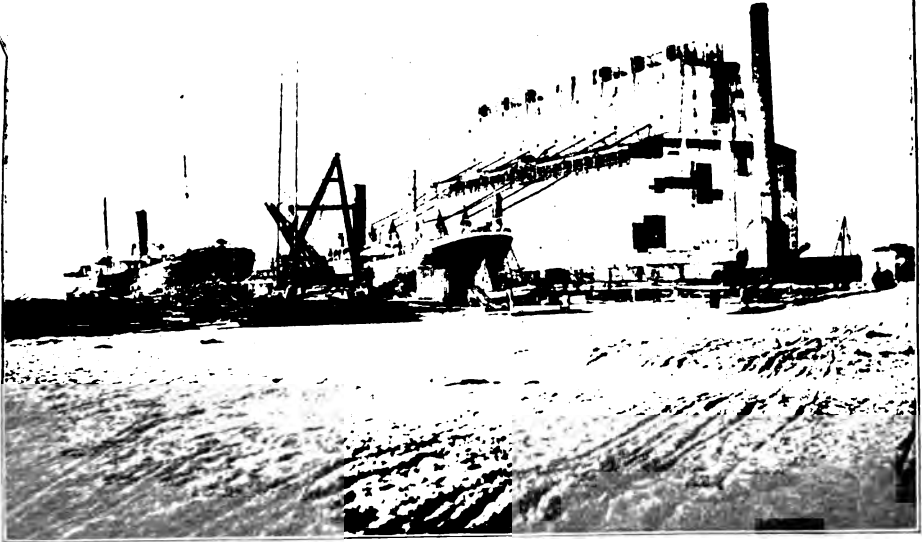
Mary was sitting on a high bluff overlooking the railroad and the broad river just beyond. It was her pleasure to wait for the local and see it sweep down the hill from Summit, a little village in plain view on these bright days, although nearly six miles distant. The track was straight as an arrow from Summit to the bluff on which Mary stood, then a sharp curve running parallel with the river continued as far as Vinedale, when it penetrated the hills and stretched away across the country to the great cities of which Mary had often dreamed but never seen. A black cloud arising over Summit told Mary that the local was just leaving there, and that soon she would see it sweeping down the hill like a bird. Mary was disappointed this time in seeing its flight as the local was coming to a stop at the foot of the bluff where it had work at a spur siding which led to the mill at the river. Hastily climbing down from her high position to the track she was greeted by the trainmen, who invited her to ride to Vinedale.



WATER WORKS.



35TH AND AVENUE P ONE-HALF.



GRAIN ELEVATOR A. PIER 14.



VOLUNTEER'S CAMP—41st STREET AND AVENUE Q.

**RUINS GALVESTON, TEXAS, STORM SEPT. 8, 1900.** (Photos by W. G. Lee.)



Mary had been a general favorite among the men, many of whom remembered her father and showed their kindness to the little orphan in many ways. Her birthdays and each Christmas had been remembered by these great hearted men as the many volumes in her little library testified, to say nothing of the many gifts which met the eye everywhere in the Herron cottage.

"Been rustivating again, Mary?" said Frank Servis the conductor. "I fear one of these days that Aunt Hannah will do worse than scold if she carries out her resolution made one day while we were at Vinedale."

"What was that Mr. Servis?"

"She said something about applying a sharp stick to the little girl who wanders away day-dreaming in the woods."

"I ought not to go away, I know; but I do love the woods and the birds, and it is such fun to watch the minnows in the little creek that I have trained to come to me and get crumbs of bread that I drop into the water. She would not whip me, for uncle John would not permit it."

Thus she rattled on until the local stopped at the tank for water at Vinedale. Old John Herron was just shoving the car into the car house for the night and had been told that Mary was "up to her old tricks" again and had not been seen since school.

"I've got a passenger for you John—a lady boarder whom I ask you to give your hospitality."

"It's I, Uncle John," said Mary, at that moment putting her arms about his neck."

"What's new along the line Frank. Boys all making good time, I suppose," said John.

"I suppose you heard that the old man let Huggins go?"

"No; though I can't say I feel sorry. It was he who caused my discharge about the time Charley Graham was killed, you will remember, and while I did feel quite bitter against him for awhile I am quite as happy as a common section boss as I was while running freight. What was the cause of his discharge?"

"He claimed that the only satisfaction the old man would give him was "unsatisfactory handling of cash fares." He

took his grievance before the Order and it finally was taken to the old man by the general committee. The old man was fair, and said he would allow the committee to see the evidence if they would not use it in suit against the company. They told him that they were not there to secure evidence against the company, but to determine the innocence or guilt of Huggins. Then the old man showed them evidence from men whom the committee knew were men of unquestionable integrity and Colburn, the chairman, told Huggins that they had found evidence on file which established his guilt to their minds, and that the Order would do nothing further in the case. Then he showed his cowardly nature by threatening Colburn and accused him of selling him out."

"Colburn would never sell any man out; he is too honorable for that. But I don't think Huggins would do any person bodily harm."

"Well, before he went away he told several that Colburn would find his train in the river before a month. I guess they would have had him arrested if he had showed up after that. Well, we must be going; good-bye John, be good to my girl. Good-bye Mary."

After the local had taken its departure the trio went into the house. Aunt Hannah had been a listener to Servis' story of Huggins' threat and forgot her resolve to punish Mary that night. In the morning her resolution had so far diminished as to leave no thought of punishment except a kind remonstrance against her doing so again. Mary put her arms about her aunt's neck and told her she would ask her consent "if some little bird or squirrel didn't make her forget it."

Two weeks passed smoothly and Mary had not forgotten her promise nor outstayed her permission to be absent. But as a bright Saturday in late autumn broke the dawn she looked at the varied hues of the foliage back of the house and felt keenly her restraint in not being permitted to spend the entire day in the woods. She made several trips to the store for several necessities and helped Aunt Hannah until dinner time, when she received permission to "gad about" all she liked, but to be home early.

Mary took along some crumbs to feed



her minnows and went away singing gaily. Her route was one which led in the direction of the bluff, nearly a mile from the house. Continuing on she at last came to the creek at a spot where its mossy bank sloped downward to the water's edge. Here she reclined and began to drop the crumbs she had brought along into the water. The minnows seemed to recognize their benefactor and crowded closely together, each one endeavoring to reach every crumb dropped from her hand. Their voracious appetites made them do many amusing things which brought forth many a merry peal of laughter from Mary, but tiring at last of this sport she began to climb up the bluff overlooking the river to wait for the local. It came at last, and as it whirled around the curve it seemed like a living thing chased for its life. She sat for some moments watching the brakemen as they hurried from brake to brake in their efforts to stop the train at Vinedale, so that the engine tank should be directly opposite the water tank from whence water is drawn to supply the engine. It was claimed by the local crews that they never ran by Vinedale tank, but within Mary's recollection she had seen trains fly by the tank with all brakes set and run nearly a mile beyond; such was the nature of the grade between Summit and Vinedale.

The sun was now casting its long shadows indicating that the day was spent. Mary was about to pick her way down the steep declivity to the track on her way home when the voices of men arrested her attention. Her first impulse was to go boldly forward and meet them, thinking that they were hunters who frequented the vicinity at this season of the year, but recognizing the voices she changed her mind and secreted herself in a clump of bushes near at hand and waited for them to reach the summit and pass beyond.

"This is the toughest work I've done yet Huggins; knocks me all out of breath." said one.

"Yes, but its worth while climbing for. Here we have no reason to fear being seen. Too many hunters straggling around these woods down below to chance being seen with such a mission as we have on hand. Fine view from here; see

clear to Summit one way and beyond Vinedale the other. Let's sit here now and go over the plans again that there won't be any bull when we tackle the job," said Huggins.

"What did you think when you got my letter, Frank?"

"I just said, Bogger there's your chance to get even with a skunk who branded you as a thief and car-breaker and got you discharged."

"Did you say where you were going when you left the pumpkin vine?"

"Yes; I told them I was going home to see my father who was sick, and took a west bound as far as Grand Junction, where I caught a train back to Pueblo and then came on to Oliver where we met. Didn't see a soul I knew all the way."

"That's good, Frank. There is not a man who knows I am in the state, but there are a hundred who think I am in the land of the serpent and cactus—all the better for our safety."

"Did you look over the string of cars at Summit?" said Bogger suddenly breaking into a new thread of thought.

"Yes; there are thirteen loads of slag there and a brake set on every one. There are no blocks under any of the wheels, and the release of half the brakes will set the whole lot to moving unless I lose my guess. I put a good hickory club on the first car, which you will find a capital thing to loosen some which may have been set by two men. You will have to work fast, for they will be coming down like a streak as soon as they are out of the siding."

"I will look out for that, and I will assure you that there won't be any brakes left set when I get off," said Bogger, with a demoniac expression.

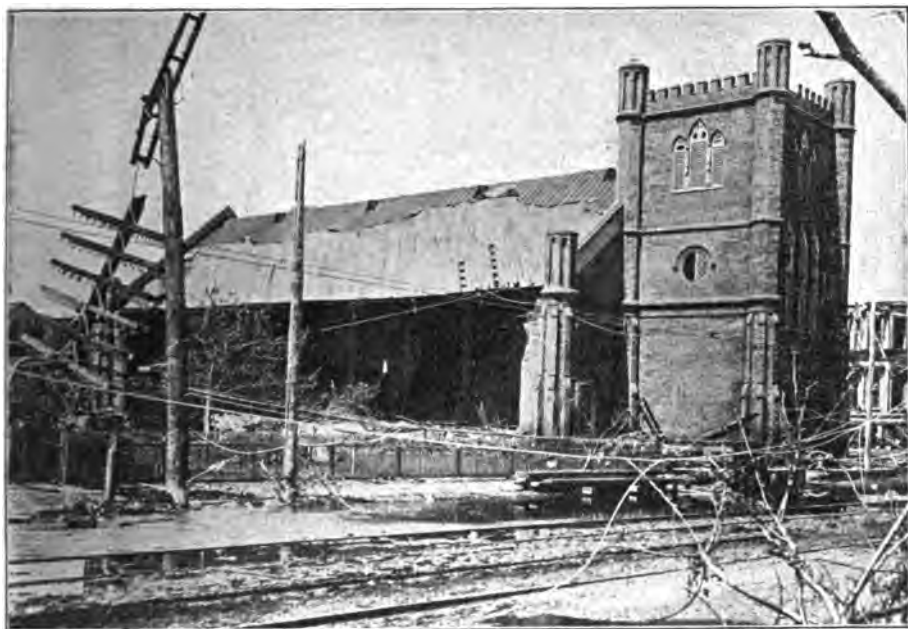
"Number 46 leaves Summit at 8:05. After she passes don't attempt to let off any brakes, or they might get started and spoil our plans. Wait till Number 8 whistles, then get ready. Have the pin pulled in the switch so that the flanges of the slag cars will throw it, when Number 8 clears. Then get a hustle on you and let 'em come. I'll have the spur switch throwed for the river and if they do make the curve into the spur all right, old Keller could never stop 'em from going into the creek. Then the stone will do the rest."



CORNER 11TH STREET AND AVENUE I.



VOLUNTEER'S CAMP—REMOVING THE DEAD.



TRINITY EPISCOPAL CHURCH.



21ST STREET, LOOKING NORTH FROM AVENUE P.

"I've got the combination in my head all right, Huggins, and you may expect a consignment of stone at your station by lightning express in five minutes after Number 8 passes Summit. I'll tell you Hug, that stone is going to catch Number 8 before she reaches the river. Old Keller let's 'em fall down the hill as a rule, but it won't compare to the way the slag will come."

"It's two hours until Number 8 leaves Summit and it's six miles up the hill, so you had better start on. Try your key in the switch lock to see that it works all right the first thing you do when you get there. It is quite dark now, and you will be safe from recognition should any person meet you. Keep out of the light of 46's headlight when you meet her."

The two plotters now shook hands and Bogger began his descent of the bluff.

Mary had been a witness to the whole plot and sat cramped up in a little clump of bushes until needles seemed to be pricking her tired limbs. Huggins threw himself upon the ground again within twenty feet of where she was concealed, and calmly proceeded to light a cigar and await the time for his part of the slaughter of the innocent women and children whom he did not hesitate to murder in order to reach the object of his hatred, Conductor Colburn. Her mind was worried. What would Aunt Hannah think had befallen her. Uncle John must even now be in search of her. Oh, if she could but make her escape and tell Uncle John, she thought; but no way was left open but to enter the open glade which surrounded her hiding place, and this she feared to do after hearing the terrible plot laid to wreck the passenger train. She must wait and perhaps Uncle John might find her. But what might happen to Uncle John after what she had heard Servis say. All these thoughts rushed through Mary's mind until she was well nigh distracted. At intervals Huggins would consult his watch by the light of a match, and then resume smoking.

"I'll try to do it anyway—maybe I can. God help me and give me strength," she prayed inaudibly. "It rests upon me to save that train. Help me Lord to succeed."

Huggins now arose and looked to the

west. A glare of light lit up the track, and a rumble was heard which signified that 46 was coming down the grade. He resumed his seat and after the train had passed again consulted his watch.

"Twenty-seven minutes," he said aloud. "I guess I'll just try to find my way down this infernal chute now or in my hurry may be precipitated to the bottom and be the victim myself instead of Colburn."

Mary sincerely hoped that something would happen, but Huggins was picking his way carefully, stopping now and then to light a match to insure his footing.

Mary now emerged from her place of concealment. She could scarcely stand, so long had been her cramped confinement. Creeping carefully along, her teeth chattering as with ague, she began the descent after Huggins. She could hear the loose stones falling that were displaced in his descent and locate his movements. Her familiarity with the bluff made her descent more easy, but she used every care to avoid betraying her presence. The slightest accident by which a stone was displaced by her was magnified a thousand-fold, until at times her heart almost ceased to beat. At last Huggins was heard to be tramping through the leaves at the bottom of the bluff and going toward the track. Mary followed like a shadow, pressing the leaves carefully at each footstep that there might be no twigs to break off with a snap to betray her. At last Huggins' form was outlined against the sky as he stood on the bank adjacent to the railroad, then it disappeared. Mary crept carefully forward until she crouched in the spot where she had last seen him. Her strength seemed now to be returning and with it determination to put into execution her unspoken plan to save the passenger. She lay peering into the darkness for some time until a faint glimmer like a star appeared on the brow of the hill. Number 8 was coming.

Her heart beat high, but she nearly collapsed when Huggins arose almost beneath her and crossed the track to the spur switch. He had been sitting directly below her in the darkness and she had failed to see him until he arose.

She heard the lock click as he turned

the key; then she heard the rails slide as he set the switch for the spur leading to the river. Number 8 was rapidly approaching and the roar of the train growing louder each instant. In a few minutes it would dash into the spur sliding and, perhaps, plunge into the river.

Now was her time to act. She slid down the bank as Huggins' shadow disappeared on the other side, and like a spectre glided over to the switch. Number 8 was coming very close. She loosened the ratchet which held the lever and placed her shoulder against it, shoving with all her strength. But it did not yield readily. The rusty chairs upon which the rail-ends rested seemed inclined to resist her strength.

"Oh, if Uncle John were here now," she panted, as tears ran down her cheeks. "I must—I must do it myself; Number 8 is almost here."

With her utmost power she gave the lever another push. It yielded, and the rails met. She had just time to secure the ratchet when Number 8 shot by with the speed of a cannon ball, while sparks were flying from every wheel.

Harry Werner, the fireman, had recognized the little heroine and saw the rails as they moved in line which secured their safety. He reported his discovery to Keller, the engineer.

"There's something wrong back there and I am going back," said Harry. "Mary Graham would not be out there this time of night alone setting switches for the main line unless something was fearfully wrong," said Harry, determinedly.

"We will back up from Vinedale, after ascertaining what is the matter, for old John Herron will know if anybody does," said Keller.

Mary realized that each second was precious now. The stone must even now be coming down the hill like a rocket. Number 8 would stop at Vinedale for water and if the cars could not be run into the spur it would mean that a calamity would befall them in front of her home no less terrible, and which would in all doubt include Uncle John and Aunt Hannah.

She gave one pull with all her strength, which tore the skin from her palms. The

switch yielded and the rails bent toward the spur. Hastily placing the lock in the ratchet which lay close at hand, she pressed it with all her strength and heard it click.

"It's locked for the spur—thank God they're safe."

Then she hurried away down the track as fast as her feet could carry her in the wake of the passenger train.

Huggins, who had secreted himself in woods, could not realize that his plans had failed.

"It couldn't have been that the switch was disconnected and that I merely changed its position without changing the rails," he said. "No, I noted it particularly this afternoon. Well, I am going to find out who is at the bottom of this, and woe be unto the man I catch out tonight in these parts," said Huggins, producing his revolver.

Mary had barely time to escape being observed by Huggins after she threw the switch. Had he been more cautious he might have heard the pattering footsteps as she sped down the track, but he was now so deeply engrossed in the failure of his plan that he did not take caution into consideration.

"If the train went down the main track so will the slag, and I'll have 'em yet; but I will just look at that switch to satisfy my mind. They ought to be here now," he said, as he stooped over to look at the rails.

"For the side track," he ejaculated. "How in h—l—"

He never finished the sentence. There was no sound, but something swift and noiseless flashed by him, and the next instant he was being ground beneath broken timbers and stone as it piled car upon car in making the sharp curve at the switch. The report and shock were plainly heard at the station by Uncle John and Aunt Hannah, who were nearly distracted with grief at the absence of Mary, whom they had sought and called for hours through the woods.

"We will wait until Number 8 comes, wife, and we will get Keller to blow his whistle long and loud; though I admit it don't seem possible that the girl could be lost in these parts unless—" Here Uncle John broke down.



SACRED HEART CHURCH, CATHOLIC.



CORNER 35TH AND AVENUE P.

**RUINS GALVESTON, TEXAS, STORM SEPT. 3, 1900.** (Photos by W. G. Lee.)





12TH STREET AND AVENUE I.



FREMONT STREET LOOKING NORTH.

"Something must have happened her," said Aunt Hannah, wiping her eyes. "But we will have hope that she will hear the whistle and come home."

Then came the crash of the wrecked cars at the spur.

"Great heavens, Hannah! that was the sound of cars going off the track. There's a wreck at the curve. I've heard that sound before and I know what it means. It was not Number 8, for she is this side of it. Who could have followed her down the hill?"

In a moment more Number 8 was standing at the tank and Aunt Hannah and Uncle John met Harry Werner climbing down from the cab.

"We think Mary is lost somewhere in the woods, Harry; blow several long whistles that she may know which way to come home. She has been gone since noon," said John, anxiously.

Conductor Colburn had now arrived on the scene and heard John's request.

Then Harry told them that he had seen Mary at the spur and how she had been seen placing the switch for the main track.

"Boys, there is something wrong, for I heard a terrible crash at the curve just after you passed there and I am convinced that there is a wreck. That Mary seems to be connected with it there is no doubt, but, boys, I wish you will go back with me; I fear she may have met with an accident," said old John.

"That we will, John; come and get on the rear end with us and we will back up slowly," said Colburn. "We need not expect to find the track blocked between here and the wreck if there be one, on this grade. Back up carefully, Keller. Look out for signals by lamp and the cord."

They had nearly reached the curve and all were standing on the platform peering into the darkness beyond when a voice from out the darkness cried out:

"Stop! stop! Mr. Colborn. Don't go back there."

It was Mary. Tired and worn out from her exciting experience she had dropped down to rest in the darkness beside the track. John was on the ground at her side in an instant, embracing her and asking a dozen questions in one breath.

Harry Werner, who knew that something had been found to cause the stop, made his way ahead and joined the throng of people who did not understand why the train had been backed up.

"What were you doing at the switch, Mary?" said Harry.

"Throwing it back for the main track so that Number 8 would not go into the river. And when Number 8 passed I threw it for the spur and let thirteen loads of slag go in there. But don't go back there, Mr. Colburn, he may shoot you," she said, wearily.

"Who do you mean, Mary?" said Colburn.

"Huggins."

"Huggins?"

"Huggins?" all echoed.

"Boys, I see it now. I was to have been the victim of a plot which would have included every passenger in my train. Get the torch, Harry, and all who want to come with me, follow. I will see what kind of a wreck our Mary has made anyhow," said Colburn, advancing.

The sight that met their eyes was one well calculated to demonstrate the awful force with which cars are driven together running at so great a velocity. Mary explained her absence from home to the many eager listeners and told how she had thwarted the plans of Huggins and Bogger. John was so proud of his niece that he did not give a thought to the hard labor that confronted him in fixing up "the best curve on the line." All were profuse in their thanks and in further testimony a substantial purse was tendered her, but this Mary refused, saying:

"I would not accept pay for saving a human life. And it was enough to know that Harry and Mr. Keller and Mr. Colburn did not go into the river, if there had been no passengers," said Mary.

The amount was pressed into John's hand, however, with the injunction to use it in her welfare. Then, as time was flying fast, arrangements were made to report the disaster at the next station, which was a night office, and, after sending a flagman beyond the wreck, the voice of Colburn rang out "all aboard." John stayed at the wreck, but Mary returned with Colburn to her home. After a hearty good-bye from all she was led

into the house by Aunt Hannah, who had her to go over every detail from the time she left at noon until she stepped off the train at her home.

Mary was up bright and early and accompanied her uncle to the wreck, which was now a smouldering mass of ruins. All that was inflammable had been set on fire and the wrecker was lifting the heavy trucks and clearing away the debris rapidly. One of the men suddenly called attention to something which he had discovered under a huge mass of stone. As they gathered around it, it was discovered to be a human being. John immediately surmised that it was the body of Huggins and sent Mary home that she should not know that through her Huggins had come to his death. Mary never learned what fate overtook Huggins, but the mangled remains which no one could have identified as those of the fiend who plotted to murder scores of innocent victims, bore evidence to a terrible retribution which overtook him.

John Nesbit, the flagman, who was sent back by Conductor Colburn to flag following trains, continued on with the purpose in mind of reaching Summit, and there to awaken the operator and learn the location of any trains that might be following. He was now about half a mile from that station and was walking along engrossed with thoughts concerning the wreck, when he heard a faint moan in the ditch near at hand. A sickening sight met his gaze. There lay Bogger, mangled and bleeding, as he had fallen from the cars. He had indeed stayed on until the last brake had been left off before he left the cars, but the result was horrifying. Assistance was summoned as quickly as possible, but life went out before he regained consciousness. Thus was another life demanded to pay the penalty of an incarnate plot.

A few days after the wreck, Conductor Colburn handed John a letter which he had received for delivery to John Herron. It bore the superscription of a large mercantile house in Chicago and was written in a neat, business-like hand. It said that the writer was a passenger on the train that Mary had saved, and that he had inadvertently learned that her name

was Graham. It further stated that he had an only brother who had engaged in railway service years ago some place in the west, while both were young men struggling for a living, and that he had not heard from him during the twenty years since their separation. It stated that his brother's name was Charles Edwin Graham, and that he was desirous of knowing if the little heroine was his brother's daughter.

It confirmed beyond a doubt that Mary was the little heroine he sought, and he was informed to that end. In a few days a distinguished looking gentleman alighted from the train and shook hands with Mr. Herron and his wife. Mary was introduced to her new-found uncle who was delighted to find in her not only a kin, but a heroine who had by her bravery saved the lives of scores of passengers.

Mary confided the good news to Harry on his arrival that evening, and informed him that she was going to Chicago with her uncle for the winter and go to a "special school."

"You will be an heiress then, won't you, Mary?" said Harry.

"O, I don't know."

"Of course you will, and then—and then—"

"Then what?"

"Well, then, you cannot consistently recognize the boy who shovels coal on an engine as an equal, and—well, that's all," said Harry, gloomily.

"If an heiress must treat her friends like that, I don't want to be one; so there," she said, putting her foot down by way of emphasis that denoted her determination.

"And you will not quite forget me?"

"No."

"'Board!"

It was Colburn's voice that interrupted further conversation. As the train pulled out, good-byes were said, and Mary entered the house to prepare for her journey. She did not forget Harry, however, in all her anxiety to visit a city for the first time in her life, and when time came to depart she almost regretted her determination to leave Uncle John and Aunt Hannah and a home which held so many attractions that city life could never offer.



**GAS WORKS, CORNER 33RD AND POSTOFFICE.**



**9TH STREET AND AVENUE A.**

**RUINS GALVESTON, TEXAS, STORM SEPT. 8, 1900.** (Photos by W. G. Lee.)

The winter was passed enjoyably and her return was timed when she knew the violets were in full bloom. After greetings were over she asked:

"Is Harry on with Mr Keller yet?"

"Land, no; he was promoted on Christmas, and is an engineer now. The men say he is one of the best on the road."

Mary's face flushed with pride as she turned away to give her attention to the little changes that had taken place during her absence. When Number 8 arrived the following evening Mary was looking from her window with something of long-

ing in her eyes at the cab in which the familiar form of Harry used to sit. She longed for a glimpse of his face now, but a stranger now occupied the place. Just as she was about to turn away a familiar form stepped in the rays of the headlight.

"Harry!" she exclaimed, bounding down the stairway.

It would not be right to say here what passed between them, but Servis said that Keller told him that Colburn knew it to be a fact that Harry Werner would lead an heiress and a heroine to the altar next Christmas.



21st STREET AND AVENUE O ONE-HALF.

**RUINS GALVESTON, TEXAS, STORM SEPT. 8, 1900.** (Photo by W. G. Lee.)

## DRIFTING! DRIFTING!!

BY JOSE GROS.

One of our brightest reform monthlies, of New York City, has published two letters from its English correspondents, in the September and November issues, the former from London, previous to the recent elections there, the latter from Liverpool, after the elections. We shall give a brief condensation of both. The London letter says:

"Our government has found \$350,000,000

to pay for a war with South Africa, but could not afford to pay \$30,000,000 per annum for pensions to old workers, unable to find work. The average Briton seems content to die a pauper in a workhouse rather than live a prosperous citizen of a community that practices international honesty. To stay at home and claim one's share of the land of England is cowardly, but to go abroad to rob and



kill or be killed by order of the big land-holders at home, that is to fulfill the mission of your race, that is glory. That is christianity as by law established."

The Liverpool letter says: "A messenger from Mars visiting the earth during the elections would have thought that the United Kingdom was a paradise without a single grievance, unless he happened to read the news of two years ago about our claiming old age pensions, poor law reform, the Employes' Liability Act, Free Breakfast Table, etc. During the campaign the Tories refused to discuss anything but the war, although it was practically over. The supreme cry was: 'Vote for Kruger or Empire, South Africa is ours.' Yet, though not possessing a single inch of the earth's surface, the populace rejoiced at the idea that South Africa is 'ours.' And most of the men who in the last parliament stood for the rights of the people, including several labor candidates or labor men already in that body, and one who proclaimed there the need of land reform to bring about the emancipation of labor, have been swept off, and Tories elected in their place."

Those two letters give us the story of all empires, that is, of all powerful nations which, because powerful, overlook all principles of international honesty. How? By denying to other men, outside their natural frontiers, the rights they claim for themselves, if the other fellows, here and there on earth, don't happen to be strong enough to defend themselves against nations with greater power in battle fields, in the science of wholesale murder, legalized by aristocracies or plutocracies, themselves ruling the working masses at home with a rod of iron. Because, look at England, the mistress of the world, or rather the despot of most weak races, what does it happen there? Not much, only 39,000,000 of people forced to live a mechanical life because not even having a single square inch of land that they can call their own, and hence at the mercy of 40,000 wholesale land monopolies. The latter, with the help of 100,000 men controlling all the industries and commerce, under the shadow of land monopoly, fix the conditions on which 39,000,000 free(?) Britons, out of 40,000,000,

shall be allowed to live in England through hard work and little pay. And what a fine freedom that is! If we had a little sense we would call that slavery of the worst kind. But then, sense implies heavy burdens, implies the trouble to think and behave, and so that of obeying the divine laws of love, laws of joy, to be sure, but, is it not better to have our own sweet will, no matter how much we may have to suffer from it, every one of us, oppressed and oppressors, landless or land monopolists, slaves of bosses and employers or slaves of our own whims and the society humbugs we establish?

And the workers and wealth producers of England, the mistress of the world, the fellows who kill and get killed, for the sake of having the English flag float wherever God meant that other flags should float, if God is the Universal Father; those workers in England need pensions for the very men who have worked hard for fifty years, from the age of 15 to 65, and thus produced the wealth of each generation. And the young workers need a bill making employers liable to something as a protection against the injustice of bosses in their dealings with their employes, their slaves. And, oh, horrors, the English free men need a free breakfast. That proves, what? That they need a free dinner and a free supper, too. It all proves the farce of freedom when men are kicked out of land and hence forced to beg for employment, and forced to beg for a mere annual pension of about \$60 after the age of 65, when a sensible civilization would give to each a capital of \$10,000 long before 50, and after twenty years of peaceful, healthy labor.

And a war comes with a few farmers in South Africa, and our free (?) Britons forget all about pensions and other minor forms with which to minimise their poverty, but are willing to increase their poverty by heavy taxes brought by the war, taxes which have to come from the poor in increased rents and prices on all they consume. The glory of 10 men having overcome one in South Africa, that is glory and bread enough for the workers in England, since they even neglect to send to parliament many of the men willing to do something for the natural rights of those through whom alone Eng-



land can remain England, the mistress of the world, the despot of most workers at home and abroad, where the flag may float, no matter how unjustly in the eyes of a righteous God.

The saddest part of the tale is that the working masses in England, and everywhere else for that matter, are not the principal criminals in that national and international dishonesty on which the whole modern civilization rests. They are the principal victims, victims in poverty physical and spiritual. God shall be merciful to those working masses everywhere in the life beyond, but what with those who are at the top, or climbing over, or working for it, with time and intelligence enough to know what they are doing?

Some may now say, "But look at what we do when we play the Don Quixote while roaming over the earth, sword in hand, or rather with the most murderous weapons we can devise. We give the inferior races a considerable dose of the infernal regions, to be sure, but that is for their own good, since we also give them piles of religion and education, and as soon as they are crushed we even give them about one-third of the wealth we force them to produce, the balance, two-thirds, being for our home monopolists." And what is all that but a marvelous imitation of the conduct of all heathen empires as they roamed, too, over the earth? Religion and education with legalized wholesale robbery on top! Is there any

real christianity about that? Hunger and thirst after wealth, and not hunger and thirst after righteousness! Have we any of the latter, we superior chaps? We talk about it and delay its establishment to the tomorrow. The today is always used in hunger and thirst after wealth. Can we do better abroad than at home? Can we reform the other fellows before we reform ourselves?

And so we drift—drift—over the moving banks of organized selfishness, forever dwelling on the mere assertion that bad as we are the other fellows are yet worse, something which we cannot prove. Any such assertions or indications, what are they but self-justification? And that means absence of repentance from our own deficiencies. When we repent we have neither time nor taste to dwell upon our good points. How could we live any 24 hours if we were not good in this or that form? To be totally bad means rapid death. Hence we are all forced to be somewhat good for the sake of living. But, why stop there? Why to delay complete goodness to the tomorrow that never comes? Here we find the old uncle or old auntie's eternal answer: "Because, you know, we cannot be perfect." Well, methinks we don't need perfection. We only need a little sense backed by—plain honesty in our national and international dealings. We could have that today. But, as we don't want it today, the tomorrow is constantly running away from us, and so we keep drifting—drifting!!!



## PAN-AMERICAN EXPOSITION AT BUFFALO, N. Y.

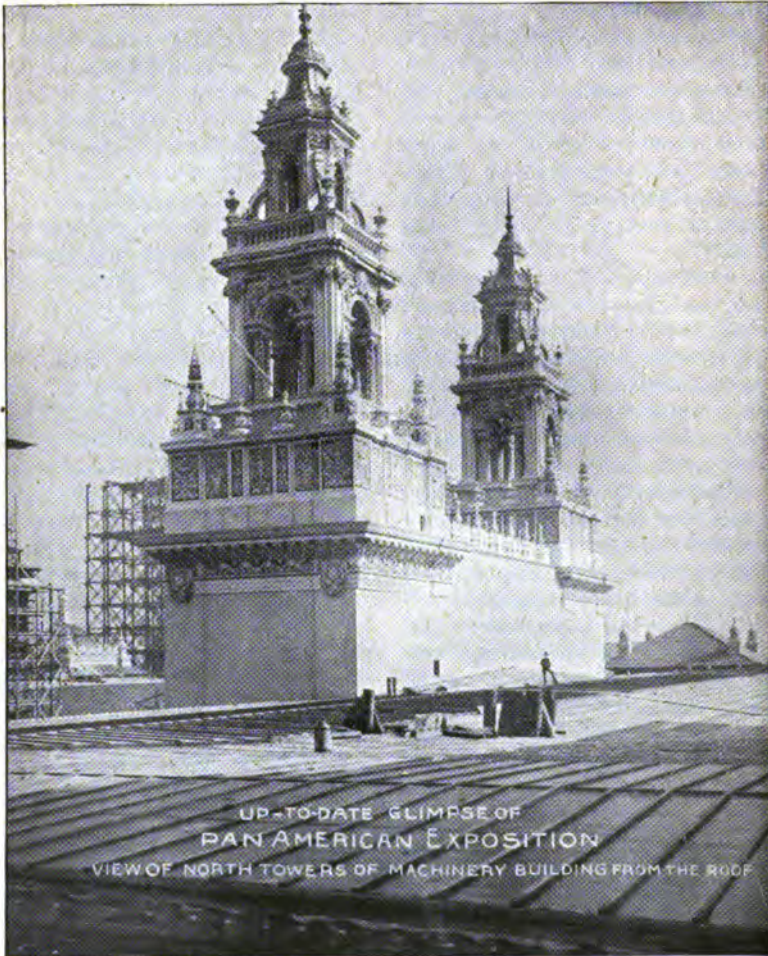
The accompanying views give some idea of the progress of work upon the buildings for the Pan-American Exposition to be held in Buffalo next year. One of these shows the Electricity and Machinery Buildings, looking southeast from that portion of the grounds which will be occupied by the Midway. The view does not clearly distinguish between the two buildings but they are in reality separated by one of the main thoroughfares of the

Exposition known as the Mall, 150 feet wide, which runs east and west. The other shows a nearer view of the Electricity Building looking up at the southeast corner. The point of view is near the base of the Electric Tower, the first lengths of the steel frame work of which are now being put in place and which will ultimately reach skyward 375 feet.

All of the large buildings of the Exposition are well under way. These include,

besides those here represented, the Agricultural Building, Manufactures and Liberal Arts Building, Graphic Arts, Forestry and Mines, Horticulture, the large group of three Government Buildings, Temple of Music, Ethnology Building, Stadium, Midway entrances and concession buildings, New York State Building and the

orate statuary, large cartouches and medallions, rich columns, consoles and brackets, soffits and pilasters in relief, and all sorts of architectural ornaments of intricate detail. All the exteriors of the buildings are to be finished in color, presenting a most agreeable effect upon the eye. It is said of this Exposition that



Albright Gallery of Art. The Service Building, which is the administrative headquarters of the Exposition, was completed early last fall.

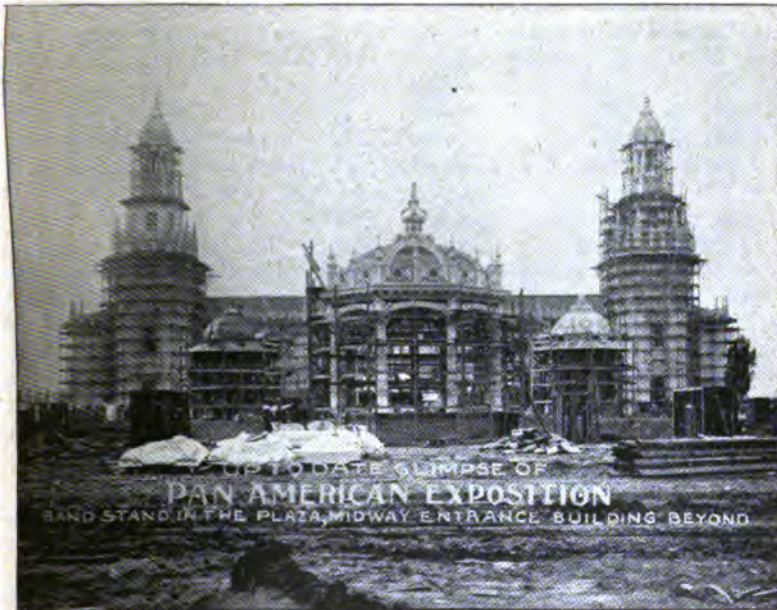
By reference to the illustrations here given it will be seen that workmen are already putting on the gleaming white staff with which all the buildings are to be covered. The staff is prepared in an endless variety of forms including elab-

it will surpass all former expositions in the extent and variety of its sculpture and plastic decoration. It will also out- rival its predecessors in the beauty and completeness of its horticultural and floral effects, and is to have the most elaborate and picturesque presentation of electrical effects ever undertaken. The arrangement of the buildings is a symmetrical one, nearly all of the principal

structures being grouped about broad courts. About 33 acres of land are comprised in these courts, all of which will receive this elaborate embellishment. Large pools with a bewildering number of fountains and jets of water will complete the picture and at night the rippling surfaces of water will be made particularly brilliant by means of floating lights and the wonderful illumination of all surrounding objects by the use of more than 200,000 electric lamps.

The installation of the heavier exhibits began early in November and the contracts require that all of the principal buildings shall be completed before severe weather sets in. Thus is the public assured that the Exposition will be opened on time and that the early comer will have quite as much to see as those who delay their visit.

The process of building a great Exposition has a charm to every one who has an interest in the development of any grand enterprise. It represents a vast organization, with its director-general and assistant directors, superintendents, contractors, care-takers, foremen and an army of workmen under the discipline necessary to carry on rapidly and successfully a great work. Materials are being brought into the grounds by train loads almost every day, and each week shows definite progress. The illustrations here given show what has been accomplished on the buildings in about three months. Another three months will find several of them completed and all of them so well progressed that the rigorous weather of winter cannot interfere with their prompt completion.



## A LOCOMOTIVE RACE.\*

The "185" stood nearly completed in the erecting shop of the Pittsburg Locomotive Works. She measured 15 feet from the rail to the top of her Russia iron-jacketed stack, and, tall and gaunt-looking, seemed to know and feel the purpose for which she was being specially

built. The large boiler, high driving wheels and 200 pounds' steam pressure seemed to have held consultation and sworn to wrest from the enemy the old-time honor of the parent shop. In fact the "185" was being specially built to outspeed a rival which had recently de-

\*By F. M. NELLIS, in Locomotive Engineering.

feated her sister locomotives. She was to lift the stigma of defeat and bring back to her parent shop the long established and well known reputation for "speeding."

Piece by piece she was carefully fitted together. The painter followed the mechanic closely, until, finally, the "185" steamed down through the yard under the control of Charley Wolf, the young engineer who was to drive her to victory. Then she was disconnected and packed to run on her own wheels to her destination.

"Wolf," said the superintendent to the young man, who had been summoned to the office, "you are just the age to be reckless and not know what fear is. On this trip I want you to combine the recklessness of a boy with the skill and coolness of a veteran engineer. You will learn the details when you arrive there, and will probably have a race the first trip out of St. Louis. I want you to win that race. Tear the wheels from under this engine rather than have the Vandalia's preliminary course of training preparatory to making the trial fast run), Wolf learned that Ohio & Mississippi engine No. 69, engineer Kelly, had repeatedly beaten the Vandalia engines, and was acknowledged to be the fastest passenger engine running out of East St. Louis. A trophy, a chamois skin with a Mercury foot worked upon it, had been presented by the commercial traveling men of St. ing line beat her." With these instructions Wolf left the office.

A few hours later Wolf was on his way to Terre Haute with the finest specimen of a fast passenger engine he had ever seen. During the two weeks he spent with her pulling freight between Terre Haute and East St. Louis (a sort of pre-Louis to the engine proving herself the swiftest on these two competing lines. The commercial men were pledged to travel on the line whose engine held the trophy. Many an exciting brush there had been for the possession of the trophy, and many times had it changed hands. This "sheepskin," as the trophy was called by the railroad men, floated from the headlight hand-rail of the winning engine, and did more to influence travel

than the advertising of the enterprising passenger agents. The "sheepskin" passed backwards and forwards, first to one engine then to another, until the Ohio and "185" were backed into the relay station at East St. Louis to wait for their trains from over the river. Kelly, seeing the "185" for the first time, climbed down from the "69" and came over to where Tom Manafee, the engineer who had been assigned to pilot Wolf on the trial fast run, was oiling around, preparing for the race; for they knew there would be a race, and a hot one, too.

"Hello!" shouted Kelly, as he gazed at the extraordinarily large driving wheels under the "185." What does that long-legged thing expect to do?"

"Beat the '69' and win back the 'sheep- & Mississippi engine 69 was built at the company's shops at Vincennes, Ind. She was very speedy, had won the "sheepskin" on her first trip, and had held it ever since. This was the engine the "185" was to defeat.

Several little delays were experienced in getting the "185" into shape for doing high speed work. The side rod brasses ran hot. The right cross-head cut the guides. The left back eccentric strap galded. The netting in the smokebox was too fine for the Illinois coal used on the Vandalia. These faults, however, were carefully corrected, and the day for the trial fast run arrived.

About 9 o'clock in the evening the "69" skin" to the Vandalia," growled Manafee, pulling up the wick in his torch.

"I guess not," rejoined Kelly. "Why, the whole blamed pile of scrap iron isn't worth one of the '69's' driving wheels. She won't get near enough to smell the '69's' smoke."

"Won't, hey! That's all right, Kelly," said Manafee, "we'll talk more about that tomorrow." They stopped their chaffing and proceeded to arrange the details of the race. Both trains would leave from opposite sides of the station at the same time. Both would have to come to a full stop at the intersection of the tracks, about a half mile from the station. Which ever train got the intersection signal first was to proceed slowly until the other train caught up. Then they were to try each



other's mettle. The racing ground was an ideal one. For thirteen miles the two tracks were level and parallel, perfectly straight, and less than 100 feet apart. Then they diverged.

Both trains came off the Eads bridge into the relay station twenty minutes late, which gave the two engines a splendid opportunity to race. How high and defiant the "185" looked as she stood there under the electric lights, being coupled onto her train! her paintwork, of black and gold, clean and shining; her Russia iron jacket and bright iron parts gleaming like polished silver, and her brass trimmings and copper pipes glistening like burnished gold. Her huge driving wheels betrayed the terrific speed lurking there. The clouds of black smoke exhaled from her stack at each throb of the air pump seemed to give breathing life and impatience to the magnificent machine. Across the platform, on the opposite side of the station stood the formidable "69," the champion of champions with the "sheep-skin" hanging limp from the headlight hand-rail. The "69" suggested the sturdy western bronco, while the "185" more nearly approached the long, sleek, slender-limbed race horse.

Both crews were at their stations awaiting the starting signal. It came to both simultaneously. Both engines started their heavy trains with difficulty, and proceeded abreast to the intersection. Both engines called for the signal simultaneously. Kelly got it first, however, and proceeded. Instead of waiting for the Vandalia train as he promised, Kelly shot away as fast as the "69" could carry him. At this treachery Manafee muttered an oath and pulled the throttle of the "185" wide open. She quivered and trembled like a nervous race horse under restraint, and then moved off slowly with the heavy train. "Here, Wolf," said Manafee, "take her. She's yours yet until after this run."

Wolf climbed upon the box and took the throttle. He seemed to know the "185" better than ever before, and believed she knew and recognized him. She was working hard getting the train under way. The high-pressure steam lifted the fire off the grates at each exhaust, and

produced a sound in the firebox like many men with heavy hammers pounding on the sheets. Faster and faster she went. The red tail lights on Kelly's train were scarcely visible through the darkness. There was no moon. The night was close and muggy—just such a night that engines do their best work. The large drivers were now revolving so rapidly that the connecting rods could scarcely be seen even when the furnace door was opened. The hammering in the firebox had ceased, giving way to a roar like a strong wind. The fireman watched the steam gauge with the sharp gaze of a hawk. Manafee sat on the fireman's side, grim and watchful. The third mile-post had been passed and Wolf had gained but little on Kelly. The fourth brought him nearer. When the fifth was passed he could distinguish the glass in the rear door of the last sleeper on Kelly's train. The sixth, seventh, eighth and ninth miles were covered in, respectively, 57, 52, 50 and 49 seconds by Manafee's watch. This brought the "185" abreast of Kelly's second sleeper. None of the men in the "185's" cab spoke or made any demonstration. Each watched his individual part with nerves strained to the highest possible tension. Wolf could feel the sympathetic current flowing between this noble machine and himself as he sat with his hand on the throttle. No jockey and horse ever understood each other better than did "185" and Wolf that night.

It was a grand sight to behold—those two powerful machines boring swiftly through the night; the smokestacks pouring forth streams of fire, which rose high in columns and then curved gracefully back over the train, where they fell in pyrotechnic showers. Excited passengers, waving handkerchiefs, were at every window. Baggage agents, mail clerks and Pullman porters were gesticulating wildly and shouting at the tops of their voices, in vain effort to be heard above the din of the fast-flying trains. A pretty sight it was to see the firemen, skillfully poised in the rocking gangway placing with exactness the shovelful of coal to some remote and difficult spot in the firebox of the careening engine. The deep lines in

his face showed his intense anxiety, and also his appreciation of the fact that an accidental or carelessly placed shovelful of coal might mean a sacrifice of several pounds of steam, and consequent loss of the race. Manafee sat crouched and leaning forward on the fireman's box, as though trying to push.

A belated hunter, with hounds tugging at their chains, crouching by the roadside, and gazes awestricken at the plunging trains. There is a glint of steel and gold as the "185" passes, followed by the crashing and grinding of the train wheels. A whirling cloud of dust and smoke, filling in the vacuum at the rear of the train, momentarily hinders the vision of the watchers gazing after the rapidly contracting red tail lights.

The engine whistles shriek out defiantly the road-crossing signal at intervals. The farmer up the track hears and knows the signals, and he knows also that a race is on. He has seen the handsome, cleancut stranger passing his door in menial service many times during the past two weeks, and his sympathy is with her in this race. He lays aside the harness he is mending, goes to the door and looks out into the darkness. Far down the track he sees the headlights of the two engines twinkling like twin stars. Gradually the lights grow larger and more brilliant. He can now see the streams of fire pouring from the smokestacks, and he hears the low, distant thunder-like rumble of the rapidly approaching trains. Each time the firemen add fresh fuel to the furnaces the diverging fan of light from the incandescent mass in the firebox pierces far up into the dense black sky. The headlights grow larger and brighter. The streams of fire shoot higher. The shrieks of the engine whistles seem more defiant now. The sound carries through the still night air and reverberates through the sycamores and cotton-woods fringing the banks of the sluggish stream at the foot of the bluffs far across the prairies to the right. How swiftly the trains approach! How close they are together! The farmer has seen many races over this course, but none so close and swift as this one. He hastily calls his wife, and together they stand framed in the doorway of the lighted room, gazing

out into the night, entranced by the splendor of the spectacle. Out of the deep darkness plunge the steeds of steel, surging and swaying. The columns of fire belching from the smokestacks now shed a soft, diffused glow on the picture as the trains come tearing on. The bright coals dropping through the grates into the ash-pans light up the under side of the engines, and show the marvelously rapid movements of the whirling, curving, plunging machinery. With a roar like a tornado the racing machines with their trains tear by. There is a flash of silver-polished steel and burnished gold as the "185" passes through the broad ray of light from the farmhouse door. Clouds of dust and smoke roll in through the doorway, and the sparks, some alive, some dead, fall in hail-like showers in the prairie grass around the farmhouse.

When lacking but four car lengths to the lead, the "185" suddenly ceases to gain, and both trains, neither having the advantage, fly along side by side. Now the "69" actually begins to draw away. The "185" is falling behind! Can it be that after such a magnificent achievement she has done her best and is "dying?" No! It cannot be! It shall not be! On! noble steed of iron and steel, on! The deathly pale young man with a veteran's skill is at the throttle and urges you on faster! On, then, faster! Faster! Seventy miles an hour is fast, but go faster, faster still! In his Pittsburgh home sits a stern old man, anxiously awaiting a message telling of your victory. Every telegraph operator, every train crew on the road tonight knows that the race is on, and hopes to greet you as the winner. In their fancy they see you tearing through the night, leaving behind you the electrically lighted city, and fighting doggedly every inch of the way over the Illinois prairie with your redoubtable rival. On, then! Faster! Faster! Fly!!

"Forty-eight seconds," calls Manafee, watch in hand, as the eleventh mile-post is passed. The right injector is eased off until the steam gauge registers 195 pounds, then the throttle is widened. The effect is marvelous. The sensitive machine responds as quickly as a horse under the lash. She is gaining now, and is gaining even more rapidly than before.



What is the trouble with the "69"?

The engines are abreast now, and Wolf can see across the broad ditch into the "69's" cab. Kelly is plainly in distress; for by the dim cab-light Wolf can see him bending over the boiler-head, and each time a pale-blue vapor rises, The race is practically over! The tell-tale blue-vapor indicates that the water is low in the "69's" boiler! She is "dying!" This information Wolf yells to Manafee, who, in his joy, flings his cap in the air and loses it out of the window.

On the siding, just ahead, stands a plebeian freight with locomotive headlight hood closely drawn, indicating that the main track is clear. The crew stand with torches and lanterns near the side, and seek to encourage the "185" on by giving extravagant "Clear track," "Go ahead" signals. Their lusty, concentrated cheer as the "185" rushes by, a full train length in the lead, is stimulating to the pale-faced Wolf, leading the aristocratic machine to victory. As the divergence at the end of the course is approached he looks back for Kelly, who is now far in the rear, badly beaten. No Derby winner, under whip and spur, ever passed under the wire a more glorious victor than the "185," as, shrieking and snorting, she fairly flies from the prairie off among the foot-hills at the end of the course. No jockey ever sat in the floral chair more proudly than sits Wolf on the box of the "185," weak and exhausted, welcoming the refreshing night air as it comes rushing in with the force of a hurricane through the open front window. How happy he totters down through the high gangway to the ground when the first stop in fifty-one miles is made at Greenville to take water. How affectionately he pats the sides of the heavy, throbbing machine as he passes to the telegraph

office to wire a brief message of victory to the Pittsburg superintendent.

"Who won?" excitedly calls the operator."

"The '185,'" replies the bare-headed, bronzed Manafee, who proceeds to tell of Kelly's treachery, the last dying spurt of the "69" and the splendid performance of the "Pittsburgh speeder," which towered proudly above the admiring throng of night train visitors, her haughty and dignified pose suggesting a consciousness of her wonderful achievement.

The news of the victory is telegraphed ahead. Side-tracked crews greet with whistle-shriek and lantern movement the bird-like passage of the winner, and telegraph operators dip their semaphores in her honor as she approaches. About midnight she glides into the station at Terre Haute, having made the run of 168 miles in less time than that made by any previous engine. She is welcomed by a motley group of railroaders, from the superintendent of motive power down through the ranks to the humble wheel-tapper and engine wiper. He is besieged on all sides for detailed news of the race, and Manafee tells the story over and over again.

The next day a bulky letter from Vincennes arrived for Manafee. It read as follows:

"THOS. MANAFEE, Esq.,

"Terre Haute, Ind.

"Dear Sir—Enclosed find sheepskin.

"(Signed) KELLY."

About noon next day a telegram was handed to Wolf. Tearing it open, he read the following:

"C. M. Wolf, care of W. H. Prescott, Supt. M P., Vandalia Line, Terre Haute, Ind.

"Return to Pittsburg and arrange for six weeks' vacation at full pay.

"(Signed)

"PITTSBURGH LOCOMOTIVE WORKS."



## A DESCRIPTION OF NICARAGUA.

I came to Cape Gracias, Nicaragua, last July, to superintend several mines for a company in New York, having just returned from Alaska, where I spent two years. As one may imagine I find quite

a change in climatic conditions. I am located about seventy miles as the crow flies from the Caribbean Sea, but the route necessarily taken is by river and is nearly three hundred miles. There are

no roads in this country. This river (the Wanks), is about as large as the Mississippi at La Crosse, Wisconsin, and is the dividing line between Honduras and Nicaragua; however, the line is in dispute, as both republics claim the river. It flows through a fine country, heavily timbered and abounds in all kinds of tropical fruits. It presents this advantage to gold-seekers over that of Alaska—one cannot starve in Nicaragua, as the country abounds in fruits, parrots, macaws, grouse, quail, deer, wild hogs and monkeys, the latter of which is considered a great delicacy by the natives and is partaken of by many Americans who live in Nicaragua, but I have not quite reached that stage that I yearn for delicacies of this nature. There are some poisonous reptiles, but generally inoffensive and will not bite unless treaded upon. I have the skin of one of these in my office which measures eight and one-half feet.

I left Cape Gracias in the rainy season and found the river overflowing its banks in many places. The usual time consumed in making this trip is ten days, but the disadvantages under which we worked in this instance required seventeen days to complete the trip. The consort consisted of eleven boats, each propelled by seven Indians with poles and paddles. They are expert boatmen and understand this primitive sort of navigation to perfection. These boats are hewn out of cedar or mahogany trees and are capable of carrying three to five thousand pounds each. There are many rapids and falls which necessitate the transfer of all the freight, together with the boats, to some point below the falls, where they are again reloaded. The people along the river are friendly and hospitable and live in small villages, the houses being built by setting posts in the ground and forming a roof of leaves. There are no side-walls, as the climate of the country the year round does not demand protection of this nature. The climate is healthful and delightful, the rainfall being only about sixteen inches during the entire year. There is a variation in temperature of but about twenty degrees during the year, and the highest point reached is 85 degrees. The nights are

cool and pleasant, often necessitating the use of a blanket. Fires are only built when food is cooked.

The natives make no attempt at farming, but live on such fruits and meats as nature provides in abundance. There is but little sickness among them, yellow fever being unknown. They are burdened with but little apparel and what is worn seems to be worn rather in gratification of vanity than from necessity, yet this ostentation entirely disappears as one proceeds inland. The government is not very stable, and revolutions are common. As a rule they are not attended with much bloodshed and the demonstration of a few barefoot soldiers marching about puts an end to all.

The mining laws are very liberal and mining interests are fully protected. There is no import duty on mining machinery and flour, but tobacco, liquor and manufactured goods make up any laxity in this connection. I am at present running a three and one-half foot Huntington mill simply to prospect and develop property. I am working seventy-five men and will soon put on as many more. When the work of development has been completed the company will build five miles of railroad, for which the survey is being made. All native labor is employed except foremen and mill men. Miners receive \$2.00 per day and board. (This is in Nicaraguan money and is equivalent to about 45c. in gold). Timber men, shovelers and wood-choppers receive \$1.50 per day and board. I pay my mill men and foremen \$3.00 per day in gold, and board. There are a great number of prospectors here, but there is territory for many more, and I look for a boom in the near future.

There is a five-stamp mill near here—stamps weigh 750 pounds each—which takes out 700 ounces of gold every thirty days. There are several other mines in this vicinity equally as rich. This property is a lower grade ore but a larger vein. This country is not prospected, and one could wish for no better place to prospect. I would not advise any man to give up a good position to come here, but if any person gets the Alaska fever I advise them to make inquiries here before going to the land of glaciers, and I

will be pleased to impart any information that may be desired.

The most direct route to this country is via New Orleans, and the Bluefield Steamship Company's steamers, which stop at Cape Gracias and Bluefield. The fare to either place is \$40.00, gold, and the trip consumes from four to six days, according to weather. Bluefield is the principal city and has a population of about five thousand, many of which are Americans. It is sixty miles north from Greytown,

which lies at the eastern terminus of the Nicaraguan Canal. All Americans are very much interested in the adoption of the Nicaraguan route as a waterway for American shipping.

Cape Gracias is my nearest post office, but mail reaches me every two weeks. My post office address is Cape Gracias, Nicaragua, care Bluefield Steamship Co., at 141 Decatur street, New Orleans, La.

M. R. LEWIS.

Cape Gracias, Nicaragua.



## A TAT-A-TAT.

BY ED WALSH.

"Sthep to th' dure, Gladys; there do be some wan knockin'."

Gladys, who was at the pianoforte, violently struggling with one of Bat Toven's master pieces, hastily dropped the keys and proceeded to the "dure" to admit the visitor.

"Good mornin', Mrs. O'Rielly; come right in."

"Good mornin', Gladys; is the mother home?"

"In the parlor, Mrs. O'Rielly; she will be pleased to see you."

"How are ye, Mrs. O'Rielly, and its glad Oi am to see yez?"

"Faith, nivver betther. An' how is yersel, Mrs. Finnegan?"

"Indade, Mrs. O'Rielly, an' it's not mesel that do be complainin'. Barrin' th' rumytism an' a tutch iv nuralogy, me helt was nivver betther. Take a sate on th' sofy, Mrs. O'Rielly, an' we will hav a little tete-a-tete bechune oursels."

"An' phat's a tat-a-tat, Mrs. Finnegan—some new kind of a dhrink? or is it somethin' to ate?"

"It's naither, Mrs. O'Rielly. A tete-a-tete is—well, it's a talk bechune a couple of pirsons in th' pa'arlor, when thay do be nobody lisnin'. Me daughther, Gladys, an' that dood conductor on th' Mountin Centhril do be havin' tat-a-tats every evenin'. Charlie—that be th' dood's name—will be nisherated tonight in the Orther of Ilks, so he towld Gladys this narnin'. He sez that iv his nurve don't

fail him he will take th' fursht dagray, tonight when he will be ridin th' goat for half th' night, an' afther that he will put in the remainin' half av th' night with his brother Ilks in atin' up the contints av a couple av ristoarants. Thim Ilks do bate the divvil for atin an' dhrinkin' an' paintin' th' town. Th' throuble is th' nights do be too short or the sarramonies do be too long. Anyway a poor divvil musht put in three or more nights before he can get his thravelin' card, which givs him th' privileg av gettin' dhrunk be himsilf, witout tratin' th' whole town.

Did Oi tell yez, Mrs. O'Rielly, that Oi had a letther from me son Harold? He do be tellin' me he is runnin' a hog in th' mountins in Californay. A few months ago he towld me in wan av his letthers that he was 'on th' hog.'" "An' phat's th' difrance bechune bein' 'on th' hog' an' 'runnin' a hog,' Mrs. Finnegan? an'—whoile Oi do be axin for infymation—phat in th' divvil is a hog, anyway? Is th' b'y runnin' a butcher shop?" "Faith, Oi do be a bit puzzled mesel about phat Harold manes be bein' on th' hog; but, bechune us, Mrs. O'Rielly, Oi do be thinkin' th' b'y was out av a job an' look-in' for wurruk. But he has a job now, as he sinds me some thrane orthers an' a time skedool. Oi don't know phy Harold do be sindin' me thrane orthers in ivvery letther he writes. Phat do Oi want wid thrane orthers, anyhow?—they are all Frinch to me. Listhen to this wan:

'Fill the wather barrils at Kate Murphy's out-fit; you can't ate at Hoolihan's spur; hurry up; Oi will protict your rear; all thrane have arrived or left or are overdue. Report whin you tie up.' Tell me, Mrs. O'Rielly, phat you would do on rasavin' an orther like that? An' do yez moind th' joshin' of shuperintender?—(for it do be the shuperintender that do be sendin' thim orthers to Harold). 'Oi will protict your rear.' Indade, many is th' toime whin he waz a broth av a b'y that Harold wisht he had a shuperintender or a thrane dispatcher to protict his rear."

"An' phat is a thrane dispatcher, Mrs. Finnegan?"

"Glory be! Mrs. O'Rielly, an' don't yez know phat a thrane dispatcher is? A thrane dispatcher is—but howld on a minit; Oi hav a picthur av wan in me albyum on th' cinther table. Here it is—th' dispatcher that sint Harold his firsh thrane orther."

"Phy, Mrs. Finnegan, that do be a picther of a mon—an' a good lookin' mon he is, too," declared Mrs. O'Rielly.

"An' phat did yez tink a thrane dispatcher was, Mrs. O'Rielly—wan av thim patint couplers, a wather brake or—phat? Well, Oi'll hav to enlighten yez. A thrane dispatcher is—Oi had it on th' tip o' me

tung a minit ago, but it's shlipt me moind now. But here's Gladys' dixinnery; that'll tell us. Firsh't we will fiond th' manein' av thrane: Thrane, to drag along; to trail; to allure; to exercise; to discipline; to bring up. That ain't phat Oi had on me moind a whoile ago; but Oi won't set mesel up aginst Webster. Now for dispatcher. Hivin be prazed! Lis-then to phat it sez. Dispatcher: to sind away hastily; to sind out av the worruld; to put to death. Phy, a thrane dispatcher must be wan av thim—Oi can't raymimber the name now. O, yes; Oi hav it now—annykrist. Well, it's small wonther that th' b'ys do be all down on thim dispatchers. Many's th' toime Harold towld me in his letthers that thim thrane dispatchers was n. g. Oi nivver could tell phat th' b'y mint be n. g.; but from phat Shakespere—Oi mean Webster—sez, Oi do be thinkin' it is nothin' good.

"Phat! goin' so soon; phat's yer hurry?"

"Well, wan razin is me dislike for totter-tats. Give me the good ould style av gossip, where ivvery wan has a chanst to sphake when her time comes; but if we musht have totter-tats, Mrs. Finnegan, it's mesel that would loike to do some av the totter-tatterin'. Oi'll lave me ca'ard in the basket; that'll show that Oi made yez a call.



## THE IRONY OF FATE.

[By Queenie Wilkie, in Locomotive Engineering].

Late one February afternoon a group of railroad officials were standing within the shelter of the roundhouse of a well-known western town, watching the employes go to and fro, the snow and sleet swirling and blustering them along with a bitter blast.

Among the group was the shop foreman, who seemed to be giving the officials a brief sketch of the different men passing before them.

The engine for the evening passenger train was being taken out, when a noticeable man with a stern, set face came striding up. His face was kind in spite of his stern look, yet with the stamp of some scathing ordeal passed through and

endured because endurance was the only thing possible. He walked up to the foreman, and with a brief though courteous salutation to the surrounding spectators, made his business known. "The caller tells me that West's child is in a dying condition, and I, tonight, am the only engineer who can run in his stead." The foreman seemed thunderstruck and was about to give voice to his surprise, but was cut short by the look of agony in the other man's eyes, although not a muscle of his face moved as he said, "Do not be afraid for me; I can manage the train, and common humanity demands that West remain with his wife tonight." The personality of the man, Freeman by

name, had caused an unusual stir of interest among the officials, who began to question the foreman as to his history. Telling them to meet him at the Y. M. C. A. later in the evening, the foreman went to his duties. The storm had delayed the east-bound train so that it was nearly an hour later than the scheduled time when the west-bound passenger pulled out.

During this delay Freeman had been up town ordering various necessities sent to the ailing child, whose parents were poor. When he mounted his engine, it was without giving his usual close, keen survey to every part.

That night in the reading room of the Y. M. C. A. building, the foreman told the story that was traced on Will Freeman's face.

"Seventeen years ago," he began, "Freeman came to me a boy of nineteen, and asked for honest work. He began sweeping the shops, and he swept them right. From that he became gang-boss of the laborers, then fireman, and now he is one of our most capable and trustworthy engineers on the road. When about twenty-five he became acquainted and fell in love with Nell Haughton, an animated brunette, accomplished and beautiful, the daughter of a retired railroad man who owns a pretty bit of Kentucky's blue grass between here and Louisville. Miss Haughton was at first perfectly indifferent to Freeman, for only the preceding year her father had forbidden her further acquaintance with Lee Maynard, a worthless scamp of a dentist, who used to practice in this city, and who did not bear a strictly honorable name. Miss Haughton, while really caring for the scamp, obeyed her father and held no communication whatever with him, except on her visits to friends either here or at Louisville, when he always contrived to see if not speak to her. This went on for more than two years, when Freeman, after many discouragements, finally obtained Nell's consent, and they were married.

"All went well for five years, during which time two boys were born, and Mrs. Freeman, if not quite happy, was content, and Freeman in his contained way, was in a perfect state of bliss. His wife

and children stayed with her father, and on fine evenings it was a pleasant sight to see the three come down to the gate at the crossing on her father's place, to wave to Freeman as his engine passed.

"Maynard had wound up his business affairs and vanished a few days after the marriage, and we never heard from him in any way until six years later, when he suddenly returned and opened his office at the old stand and obtained a fairly good practice. Just how he contrived to obtain the first interview with Mrs. Freeman, is not known, but it came out afterwards that they met several times in this town and once at Louisville.

"On the 13th of February a year ago, I went to Louisville on the evening passenger, riding on the engine with Freeman. As we passed the Home Crossing, as the one on the Haughton place is called, Mrs. Freeman and the boys waved their usual greetings. The night was gray and cloudy, 'threatening snow,' as Freeman remarked while we dashed along. By next evening the ground was covered with the snow, which was still falling, driven by a biting wind. As the crossings were neared, the crossing signal was blown repeatedly, more especially on account of the drifting wind and snow. The Home Crossing is on the further side of the sharpest curve on that part of the road, and the increased whistling which now followed only served to further frighten a horse pulling an open buggy, in which were a man and woman. The horse dashed right forward, and standing by Freeman I saw his face blanch with an awful look, as he uttered a sharp, low cry. When the train was stopped and I, followed by several passengers, hurried back to the crossing, we found the mutilated bodies of a man and woman, now dead. One glance explained the engineer's agonized cry—the man and woman were Maynard and Nell Freeman. Their bodies were placed in the caboose and I returned to the engine, from which Freeman had never stirred. On seeing me he looked up and asked in a hard voice, 'Is she quite dead?' 'Quite', I answered. 'I knew her before the engine struck the buggy', were his only other words.

"He left the train at Louisville and drove out to break the news to his father-

in-law. There he found a note from his wife, telling him that she had never ceased to care for Maynard—that they had decided to leave the country together. She made no excuse, asked for no forgiveness—did not seek to palliate her sin in any way; she simply stated the bare, cruel facts and signed the paper, 'Nell.'

"Mr. Haughton attended to the details of her funeral, Maynard's remains being sent to his lawyer in his native town, and the talk and excitement caused by the occurrence lulled. Freeman forbade the mention of his wife's name in his presence. Mr. Haughton's widowed sister came to keep house for him and bring up the children, whose father steadily refused to see them, merely stipulating that when old enough to judge fairly the story of their mother's treachery be told to them gently and plainly, so that no outsider might suddenly confront them with the disgraceful truth.

"Freeman came back to work in a few weeks, only asking for an eastern run instead of a western, and he has never been west from this town again until tonight."

Next morning an additional pathos had been added to the tragedy of Freeman's life. It was told by the man who had fired for him on the previous night. Being already behind time, they had made every possible minute. On approaching the Home Crossing Freeman had almost unconsciously slackened down from the somewhat reckless speed at which he was going, keeping at the same time a sharp lookout in front, and while doing so had noticed a whitish shape on the pilot. At

first he thought it was some reflection of the headlight, but, certain that he saw a movement, he called the attention of his fireman to it. Upon the man declaring it to be a living creature and no shadow, the engine was stopped and both went forward to investigate. Judge of Freeman's feelings when he found his own two children crouched on the iron frame, the younger fast asleep, tightly held by his brother, who greeted Freeman with shouts of joy. They were taken on the engine, and the eldest, Jan, the living image of his mother, told the following: Their grandfather had brought them to town that morning, and in the afternoon had left them at the hotel in charge of one of the waiters while he himself attended to some business matters. The boys, who had never ceased to ask for Freeman, escaped from the not too vigilant eye of their temporary guard, and started off to search for their father. Reaching the station they had no difficulty in finding his engine by the well known number. It was easy in the gathering dusk to climb on the "cowcatcher."

Freeman has gone back to his wife's old home, and if sometimes his thoughts are almost too bitter for the endurance of this mortal clay, he can only cling to the shadowy hope of a meeting "where they neither marry nor are given in marriage"—a hope!—wavering, flaring, flickering, that lasts in every human soul until "all the dull, deep pain and constant anguish of patience" are done with, and "our weary feet have completed their journey."



## MY BROTHER.

EUGENE WHITNEY.

I will not ask my brother of his creed,

Nor what he holds of doctrine, old or new,

Nor what the rites by which his soul may need

To worship God, the only wise and True—

Nor what he thinks of Christ Himself, the Son,

Nor through what waters he hath put Him on.

I ask not what temptations have beset

His doubting heart, now self-abased and sore,

Nor by what Jacob's well he met

Divine suggestion—"Drink and thirst no more;"

Between his soul and God those matters lie;

Not mine to cavil, question or deny.

I ask not by what name, among the rest,

That Christians go by, he is known of men;

Whether his faith has ever been "professed"

Or whether proven by his deeds, for when

I see the Christhood in him, all is well;

He is my brother, and in peace we dwell.

I will not ask him through what dusty street

Of Bethany, Nazareth or Nain,

The cobblestones have bruised his weary feet

While he bore healing balm for others' pain;

If he alone has hungered, or if he

Has fed ten thousand by the sounding sea.

If grace and pity in his actions speak,

Or fall in words of kindness from his tongue,

Which raise the fallen, fortify the weak,

And heal the heart, by sorrow torn and wrung.

If he yield good for ill and love for hate,

Friend of the fatherless, poor and desolate.

I find in his discipleship so true,

So full that nothing further I demand;

He may be bondman, freeman, Gentile, Jew,

Yet we are brethren, walk we hand in hand.

In his clear life let me the Christhood see,

It is enough for him, enough for me.



# Editorial



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LOOKING FOR SANTA CLAUS.

## A MERRY CHRISTMAS.

We are greeted with a circular sent out by Uncle Sam announcing that he will forward free of charge, to our boys in the Philippines, Christmas boxes after they are received at San Francisco. These boxes must be addressed in care of depot quartermaster, at San Francisco, with the name and regimental address of the person to whom it is sent, and marked, "Christmas Box."

While many of us, no doubt, will be the recipients of tokens of love and esteem commemorating the occasion when gifts of gold, frankincense and myrrh were presented by the wise men of the east to Him who was born in Bethlehem, perhaps none will be so gratefully received as those consigned to our boys in that far-off clime, and which will bear with them recollections almost hallowed in nature. Perhaps, they will be the means of reviving in many a poor soldier's memory the simple customs observed at yuletide away back, no doubt, in the Green Mountain state, where in his early boyhood days he hung his stocking over the fire-place and retired to his little cot, feeling that Santa Claus would descend and reward his hopes. It will require no imagination to conceive the real feeling of disappointment that will prevail in the hearts of those less fortunate as they gather around their comrade's box and see the little tokens of remembrance from those at home. These touching reminders of home and loved ones will not have lost their influence even though they have attained man's loftier estate; the tender recollections of childhood's days will revive many a boyish spirit, in that, Santa Claus has followed them across the broad Pacific to a far-off land.

The social customs of the day we celebrate in commemoration of the birth of our Saviour, differ in manner in the several countries; yet, all point to the event of His birth as did the star which guided the wise men sent out by Herod the King to the spot where our Saviour lay. Modern Culture for December gives a description of the observance of Christmas in our sister republic, Mexico, by E. de G. C. Terry, who says:

In fiesta-loving (feast-loving) Mexico, Christmas is celebrated for two weeks, beginning with the seventeenth of December and not ending until New Year's Day. The principal features of the celebration are the "posadas" and "pinatas," both very quaint and picturesque customs, and entirely peculiar to Mexico. "Posada" in Spanish means "abiding place" or "inn," and in Mexico is applied to the nightly semi-religious, and entirely jolly performances which, in the houses of all Mexicans, last from the seventeenth to the twenty-fifth of December. These celebrations are called "posadas" because they are in commemoration of that night when the Holy Family unavailingly searched for an "abiding place" or "inn," and, unable to find such a place, sought refuge in the stable where our Lord was born.

At an early hour—on account of the clamoring children—the signal is given for the pinata-breaking, and all the guests flock gaily about the bobbing clown, with the servants and small babies congregated in the background. When the assembly is complete, all join hands and circle about the big glittering toy, as it swings from its hook in the ceiling, one of the children is blindfolded and placed in the centre of the ring, just under the pinata, a long light pole is handed to her and she is told to strike carefully and "con mucha fuerza" (with much force) in the direction of the pinata.

Good nature demands that all of the children first have an opportunity to break the pinata; as they naturally are never able to do so, the clown being a tough-fibred individual, the turn of the "grown-ups" next comes. One by one we are blindfolded, turned about three times, and then admonished to "Strike out!" Amid applause from the elders and wild yells from the children, the pinata is finally located and struck at viciously, when—hey presto! the poor clown's gay bloomers and red and gold waistcoat are rent from top to bottom, his big sombrero is sent flying across the room, and down upon your devoted head comes a deafening rain of oranges, nuts, small candies, all sorts of small, unbreakable presents, and all conceivable kinds of dulces and good things to eat.

Thus it will be seen that while the Christmas tree seen in all parts of the United States, is not in evidence there, that people have ceremonies quite as interesting to the people generally as our custom provides, which are quite as likely to leave as lasting an impression on the older mind as our recollections of

the grotesque form whom we conjured in our dreams, descending the chimney place laden with toys, or the evergreen and spruce similarly laden and lighted with hundreds of wax tapers.

While we observe the custom in a social way, let us forever keep in mind the

hallowed event of Him in whose honor it was established. Let us love Him for the legacy He left us and inculcate in our daily walk in life his admonition, "Do ye even so unto others as ye would that others should do unto you." A merry Christmas and a happy New Year to all.



## IS CONTRACT LABOR TO OUR INTEREST?

Thomas Fitchie, Commissioner of Immigration of New York, gives it as his opinion in his annual report, that the contract labor law has served to bar out of this country the most desirable class of immigrants, and at the same time made a most dangerous enemy in the labor market of those who arrived almost penniless and were compelled to accept employment at any price they could get. Mr. Fitchie says:

It is my earnest conviction that since the passage of the law a large proportion of the aliens deported as coming in violation of the alien contract labor law were of the very best class of aliens coming here.

I further believe that their deportation was of no benefit to the American workman, and, in fact, worked to his disadvantage, because he was lulled into a belief of security when, in fact, his principal danger was the alien coming here without a cent or any means of livelihood, who was compelled to take what was offered him or starve, and was his principal opponent and most dangerous enemy in the labor market.

Contract labor is one of the two principal causes of exclusion from landing, the other being that of persons likely to become public charges from lack of resources or from physical defects or mere mental or physical inferiority.

This report, marking the close of the first ten years of Federal control of immigration, contains much of interest to the laboring classes. It shows that the total aliens arriving at the port of New York for the year was 400,842.

Mr. Fitchie submits tables showing the illiteracy of the races of people that arrived. The Portuguese and Italians rank about in the same order in illiteracy. The figures show that the greater the illiteracy the smaller the amount of money per capita brought in. The English, French and German people brought close to the

same amount of money per capita this year, namely, about \$30 each.

Commissioner Fitchie, continuing, says:

Notwithstanding the fact that the immigration for this year shows an increase of nearly 100,000 over that of the previous year, our old source of immigration, viz., the Scandinavian countries, the German Empire and the United Kingdom, all together contributed only 9722 immigrants toward this increase, while Great Britain actually sent us a smaller number of immigrants than ever before.

While Mr. Fitchie may be right as regards the effect of the law in keeping out of this country the most desirable class of immigrants, is not our loss in this connection more than evenly offset by the protection afforded our American workmen who would be displaced by these aliens who come to this country and serve under contract at a lesser wage rate than that paid to the American laborer? That the contract system does offer a premium to immigration, there is no question, but should it be understood that if our laws restricting immigration are repealed that only the more desirable class of foreigners will land on our shores? While the repeal of our contract labor law might secure for us a greater number of the more desirable class of foreigners, we are of the opinion that it would be the means of not only increasing the influx that is now pouring in, but that it would bring in a class of laborers that under the contract system would lower the wage rate and divide the wages of our American workman and fill our country with tramps seeking for employment. We have in mind a number of instances in which Italian laborers were given employment to the exclusion of Americans who were considered "less desirable," solely because the Italians were willing to accept an amount for

their services that the American could not live upon. Is such a condition of affairs conducive to our social advancement as a people? Yet, this is what the repeal of our contract labor law promises for us when we yield to the inducement that by its repeal we secure a better class of citizens.

The foreigner who comes to America under the present existing state of our laws, is induced to do so with the prospect of competing with the American laborer for American wages. It is true that circumstances may compel him to accept service at a lesser rate than that paid his American brother and thus constitute him a dangerous opponent, but after all he is not to be compared to the many who contract their services before coming over with a definite promise of employment to the exclusion of our American workingmen. We do not assume that in each and every instance of the 400,842 arrivals at the port of New York, that each one came inspired with a personal determination to compete with American labor at American prices, but it is our opinion that such of the number as did come inspired with this determination, are of a character whose citizenship is most desirable. The greater number, no doubt, were induced to come through inducements held out by friends or relatives upon whom they will

depend to a greater or less degree for support until they have acquired a knowledge of the customs and laws of our country. This latter class in their dependency, who were inspired with promises of protection and support, should they come to America, form a close analogy with that class who come here under contract labor laws, and their effect upon the labor market is almost identical.

The unprecedented influx of the past year is a question which invites our most earnest attention. It seems conclusive that our immigration laws are inadequate to control the serious situation that threatens American labor. From the commissioner's report it is evident that a majority of the arrivals are of a class that are least desired as citizens, being ignorant and impoverished—in short, a menace to society. It seems high time that more stringent measures were adopted to close the door against this influx, by the framing of laws that will turn back the dross to the shores from which it comes. If it is the desire of the people to admit none but an enlightened class of foreigners to citizenship in the United States, let there be a law framed making the prerequisite to citizenship in the United States, the ability to read our constitution intelligently, which, when combined with the provisions of the present law, will insure to us all that we now desire.



### DISCIPLINE ON THE READING.

Our prediction that the Philadelphia & Reading's policy would undergo a marked change with the appointment of W. G. Besler has been verified and we have reason to believe that even our utmost expectations will be exceeded by that gentleman in the systemization of those details which go to make a well disciplined line. The Philadelphia North American, in commenting upon Mr. Besler's policy, makes a statement that does not appear in harmony with economic ideas, and which seems foreign to such a character as Mr. Besler possesses. It states that Mr. Besler has established a spotter system at an expense of \$1,125 per month to watch its conductors and brakemen, and that these employes are kept under sur-

veillance practically all the time. We reproduce the article entire herewith:

Many changes have been made recently in the working force of the New York division of the Philadelphia & Reading Railway. Superintendent W. A. Garrett is determined to improve the service, and to carry out his plans he has inaugurated a strict system of discipline. He spends days and nights at a time in his special combination engine and car, and when he is in this city he frequently has before him several men summoned to explain alleged derelictions.

Accustomed to regulations which were not always carried out, the employes are aghast at the superintendent's methods. They never know when he will pay them a visit, as his movements are not announced in advance. One day he may be at Bethlehem, another at Boundbrook and another at Third and Berks streets. He

is doing this in order to be thoroughly conversant with the existing system, so that he may know where to introduce needed reforms. When he drops in at a station, roundhouse or signal tower he carefully notes everything and tests the knowledge of the men at work. That very little escapes his eye has been again and again demonstrated, to the sorrow of careless workers.

These tours of inspection are not the only things feared by nervous employes. Mr. Garrett has a fashion of insisting on knowing why errors have been committed. If a train passes a station a minute or two late the engineer or conductor in many instances must explain. Should the employe be at fault, he is punished according to the gravity of the error. This vigorous way has upset the equanimity of the men, many of whom are grumbling. They say that he is too exacting. But, on the other hand, the men who are grumbling are paying strict attention to their duties.

Another feature of the new administration which is responsible for much of the uneasiness, especially among conductors and brakemen, is a spying system. It is known that seven men are paid \$100 a month to watch the movement of conductors. The conductor is kept under surveillance from the time he begins his day's work until he goes to bed. Everything that he does in this time is carefully noted, so that an accurate estimate of his habits may be obtained.

Five spotters are paid \$85 a month to follow brakemen. One of Mr. Garrett's reforms is a new apportionment of the division dispatchers. Instead of one chief dispatcher there are day and night chief dispatchers at various points. Employes who were classed as operators before have been promoted to these positions, and new men have taken their places. This increase in the salary roll has been in a measure offset by taking one brakeman from each of the shifting engine crews.

While Mr. Garrett receives the credit of inaugurating the many reforms mentioned above, we see behind them the master mind of Mr. Besler, whose determination to bring about a perfect state of discipline is being felt by every employe from the humblest in the ranks to the highest official under him. We do not believe, however, that Mr. Besler is behind any scheme of so contemptible nature which thus publicly proclaims its conductors and brakemen to be thieves, as that set forth in the above, and which creates such an extensive field for that vampire, the spotter, to ply his nefarious calling.

Mr. Besler's ideas of economy in the broadest sense of the word are too well developed to share the belief that he would continue men in service whom he knew to be thieves or possessed of such characters as are not conducive to the interests of the company. His integrity is too well known to believe that he would approve any plan which puts a premium on false reports by spotters. We do not hold that all conductors are honest, but we do most emphatically resent the assumption that all are dishonest. It would be only fair to assume that this is proportionately true of the Philadelphia & Reading, but we do not believe that a condition exists which cannot be overcome by the enforcement of certain regulations in the ticket department. We have ever been bitter in our denunciation of the spotter and the thief. The first because he employs any illegal method or falsehood to attain his purpose, regardless of guilt, in order to retain his position. Thus he becomes a perjurer, a fiend incarnate, who brings misery into the little homes of those who are as innocent of wrong-doing as the children who await their coming to greet them. We condemn the thief because he willfully withholds that which he knows belongs to another; because he courts shame and disgrace and invites that disaster upon his wife and little ones that he knows is sure to follow his apprehension, but the operations of the spotter subject both alike to disgrace. The public have no way of determining the guilt or innocence of either, and both are looked upon as criminals. If there be any one point lacking to confirm the belief in public mind that the conductors employed on any line of railroad are dishonest, it is supplied when that company inaugurates a spotter system and gives it to the press that munificent salaries are paid in that connection. Its evils are further-reaching than appears on the surface. It must demoralize the best system in the world which thus openly brands its employes as thieves before the traveling public, and subjects them to the taunting sneers and insulting allusions to their honesty. We cannot believe that Mr. Besler would willingly adopt any policy which has the tendency to subject

his employes to this humiliating state. If there is necessity for reform along the lines of the passenger service on the Reading, we believe he will adopt the methods of other well-managed lines that have a system that practically relieves the conductor of those temptations and insures better service from the fact that the conductor feels that he is not being

watched as a thief by one whom he feels is ever ready to sever the slender cord that binds him to the company. We have a firm belief in the sincerity of Mr. Bessler's intentions and the purity of his motives and we trust that he will disapprove any plan which has in it the humiliation of those working under him.



### CUBA FOR THE CUBANS.

One of the first acts of the Cuban convention which met at Havana on November 5 for the purpose of framing and adopting a constitution for the people of Cuba, was to pass resolutions of congratulation and thanks to General Wood, and of confidence in our president's good faith; but the spirit of the convention manifested itself most forcibly when the oath was subscribed to desiring complete independence, which expressly renounced "allegiance to or compact with any state or nation." Governor Wood, who opened the convention, said in part:

It will be your duty, first, to frame and adopt a constitution of Cuba, and when that has been done to formulate what in your opinion ought to be the relations between Cuba and the United States. The constitution must be adequate to secure a stable, orderly and free government. When you have formulated the relations which in your opinion ought to exist between Cuba and the United States, the government of the United States will doubtless take such action on its part as shall lead to a final and authoritative agreement between the people of the two countries to the promotion of their common interests.

All friends of Cuba will follow your deliberations with the deepest interest, earnestly desiring that you will reach just conclusions, and that by the dignity, individual self-restraint, and wise conservatism which shall characterize your proceedings, the capacity of the Cuban people for representative government may be signally illustrated.

The address of General Wood is warmly commended by the press in several parts of the United States, which even goes so far as to intimate that our pledge to Cuba was made without thought—yielding for the moment to the impulse of sentiment. It is also expressed that the Cubans will have to accept something

less than an absolute and unqualified independence and that one of the powers appertaining to sovereignty, which the Cubans may be fairly asked and should be more than willing to renounce, is the power of entering into diplomatic relations with foreign governments. Such utterances do not voice the sentiments of the patriots of this country, nor of any who believe in upholding the integrity of the nation. We cannot conceive a more contemptible excuse to exercise further sovereignty over these poor people than that pleading the excuse that we yielded to the influence of sentiment and through hysterical emotion passed the resolution that provided that these poor people should be given their independence. Was that vow less sincere because our people as a nation demanded by force of arms that they be free, and recognizing the righteousness of their cause, promised their assistance to that end? Let our integrity be maintained whatever the cost, and if there be regrets arising from selfish motives while considering the cost of the late war, let us not violate our promise to an oppressed people to satisfy a selfish greed. The Philadelphia North American, in an editorial, expresses the situation forcefully as follows:

Without calling into question Governor General Wood's qualities as an administrative chief, it must be confessed that he is conspicuously lacking as a diplomatist. Undoubtedly he possesses unusual aptitude for the business of an executive officer. He sees clearly and goes straight to the mark. But either by nature or by training, or for want of political experience, he sometimes displays singularly little tact in meeting delicate situations.

In all matters relating to the meeting of the Cuban Constitutional Convention General Wood has erred grievously, the



more so that his senseless blunders have strewn the path of withdrawal from Cuba for the United States with unnecessary difficulties. His call for the convention was clumsily worded and gave offense to the sensitive Cubans, who construed his official notice to mean that the United States proposed to exercise a protectorate over the island in its dealings with foreign nations. The Nationalists at once took up his instructions as a challenge, and elected a majority of their party candidates as delegates to the convention. At the same time ominous threats were uttered by hot-headed leaders that the Cubans might again be driven to defend their liberty. Santiago, the stronghold of the insurrection against Spain, made the departure of its delegates to Havana the occasion for a popular anti-American demonstration, and the press exhorted them to repel foreign interference.

But the significance of these things does not appear to have gone home to General Wood. Last Monday at the opening of the Constitutional Convention he repeated his previous blunders. Twice in a speech of only four hundred words he told the delegates who represented the Cuban people that they would not be permitted to have a free hand in defining the final relations between Cuba and the United States. If his reiteration of his offensive utterances does not stir up hos-

tility to this country, we misjudge the character of the liberty-loving Nationalists. And the more their suspicion of the United States is aroused and their antagonism excited, the more doubtful will be the success of our mission in Cuba.

We went into Cuba with our army with an honest, unequivocal pledge, recorded upon the honor of the nation, that the Cubans should be given their independence. There were no saving conditions to the sacred vow. It is too late now to repent for our high purposes in making war upon Spain. If we compel payment in any kind for our unselfish services, we vitiate absolutely the worthy nature of our work. Cuba's vast debt to us is undeniable, but we must rely upon her to requite us out of gratitude, not because it has come into our heads at this late day to demand advantages over other nations with which, as an independent power, the island republic must have relations. If we find our adventure as a war power unprofitable, we must grin and bear it. That was a chance that we took at the start. It would be criminal bad faith on our part, because we are strong enough, to exact a reward for what we have done with such ostentatious display of virtue. And that is exactly what General Wood threatens the Cubans we propose to do.



### A NEGRO FUNERAL PYRE.

Lake Station, Colorado, has a monument standing as a terrible warning to the negroes of that state. It is an iron post set into the ground and which has already done service to hold its victim while flames consumed the body. The crime committed by the negro in this instance was one indigenous to that race of brutes that are permitted the freedom of our broad land. The terrible exemplification of punishment assessed upon those guilty of similar crimes in Ohio and in other states had no lesson in them for this sensual brute. With fiendish lust he clutched his innocent victim, subjecting her to hellish indignities, then completing his work he murdered her. No pen picture need be drawn to impress upon the mind the atrociousness of the crime that causes every feeling within us to revolt and cry out for protection. The spirit that incites the wild beast of the forest or the humble domestic fowl to

protect her brood does not lose its force in the human family and we can well understand the feeling that cries out for vengeance against the monster whose innate nature is to defile the purity and innocence of our homes. An account of the cremation taken from an exchange shows the spirit of determination to avenge these outrages:

Preston, or John Porter, the young negro who murdered Louise Frost near Limon a week ago, was burned to death by a mob at Lake Station, three miles from here, last evening, at the very spot where he had committed the awful crime. R. W. Frost, the father of Porter's victim, touched the match to the pile that blazed up and consumed the body of the miserable wretch. The mob was not of the ordinary kind. Deliberate preparations for the killing of Porter had been made at a mass meeting of citizens in Limon on Thursday night, and to prevent the mob from assuming too large proportions, all the bad characters of the place had received notice to leave the community.

The crime committed by Porter and to which he had confessed, stirred all Colorado for several days, and at Denver, where the negro had been taken for safe-keeping, crowds had gathered at different times for the purpose of taking the prisoner from the jail and disposing of him in a summary way.

It was 6:35 o'clock when the father of the murdered girl touched the match to the fuel which had been piled around the negro, and twenty minutes later a last convulsive shudder told that life was extinct.

What agony the doomed boy suffered while the flames shriveled up his flesh could only be guessed from the terrible contortions of his face and the cries he gave from time to time.

The mob numbered 500 and during all the preparations, as well as throughout the sufferings of the negro, hardly an unnecessary word was spoken.

Grimly they stood in a circle about the fire until the body was entirely consumed and then quietly they took their way back to Limon, whence they departed for their homes shortly afterward.

Porter did not seem to realize the awful fate that awaited him. For more than an hour, while preparations for his execution were in progress, he stood mute and sullen among the avengers. When everything was ready, he walked to the stake with a firm step, paused as he reached the circle of broken boards to kneel in prayer. He was allowed to take his time. He arose and placed his back to the iron stake, and half a dozen men wound chains about his body and limbs.

Kerosene oil was applied to the wood, and, after a brief pause, Richard W. Frost, the father of Louise Frost, applied a match.

For a moment only a little flickering flame arose. Then the oil blazed up, sparks flew into the air and the wood began to crackle. At first Porter did not utter a sound, but when the flames touched his body he began writhing. He tugged at his chains, and begged to be released, crying out that he had something more to tell. When his plea failed he asked to be shot. Porter's cries of pain continued until the fuel was all but consumed. The body then fell over, and fresh boards were piled on it. Oil was poured on these, a brand was thrown on the pile, and Porter was soon dead.

Through the entire affair little was said. As they had calmly prepared for the avenging, so the people of the eastern part of the State carried out their plan coolly and deliberately. There was not a hitch in the entire proceeding. Not a weapon was drawn; there was no angry discussion. After the fire had burned low they told each other good-night and went home.

The train bearing the negro in custody of Sheriff Freeman and his deputies arrived at 3:45 p. m. The cars were crowded with newspaper reporters and people who were curious to see the negro executed. R. W. Frost, the murdered girl's father, was one of the passengers.

When the train stopped, sixteen men, who had been selected by the vigilance committee, entered the train and demanded the prisoner from the sheriff. The officer protested in the name of the law and asked the men to allow him to take the prisoner to the county jail at Hugo, but his protests were disregarded. One man carried a rope, one end of which had been formed into a hangman's noose. This was slipped over the negro's neck.

It was at first announced that the negro was to be executed by hanging. Many, including the father of the negro's victim, protested that such a death would be too easy, and it was finally decided to leave the method of death to the father.

He decided upon burning at the stake. The train was then allowed to proceed, and at Lake Station the party left the train and began preparation for the deed of vengeance.

Wagons were dispatched for wood, and on their return a score of men began preparing for the fire. When at last preparations were completed a further delay was made because it was known many were en route from Hugo and other parts of the country to take part in the affair. It had been announced that 5:30 o'clock should be the hour for starting the fire, but it was nearly an hour later when the word was finally given.

No inquest, it is said, will be held over the remains of Porter. In fact, the coroner can not find any of the remains on which to hold an inquest. Every vestige of the negro was incinerated. The iron rail, to which the negro was bound, will be left standing as a warning. While no women witnessed the cremation, many of them went to the scene before the fire was lighted and remained while the negro was led from carriage to carriage for inspection.

The women's vote was a unit for burning.

While the details are sickening and inspire the soul with horror we cannot help but feel that the punishment meted out was just and if room is left for doubt in that connection it is dispelled by the spirit of the women who voted that he should burn. In a discourse relating to the negro as a menace to society, a noted divine recently said: "Are we not in a measure if not wholly responsible for his presence among us? Is it not the retribution of a just God that we must suffer

now for our sin in transplanting the negro among us as a slave?" While we believe that through his transportation we have invited the many crimes upon our innocent children, we cannot believe that God would visit upon us a retribution so vindictive as this. The remotest ancestor of the negro of whom we have knowledge was condemned by his father for a shameless act and made to be the servant of his brothers and through all generations there has been no change to mark the character of the descendants of Ham. Bloodshed and discord have been brought upon our fair land to free him from the yoke of slavery. Society has been polluted by permitting the union of negroes and white women in some of our states. Heinous crimes follow their wake in every state in the union that call for vengeance from the mothers of the innocent victims. Our civil laws are defied by

citizens in good standing in their respective communities who mete out barbarous justice and are called to give no account to the offended law of the nation. Must this state of chaos forever exist? God forbid that this beast be forever permitted to disgrace our fair land with his presence; and if our only safety lies in his deportation we pray that the day may soon come. When we consider the dangers attendant upon these open violations of our laws we can but shudder and call to mind the vivid imagination of the author of "Caesar's Column" who depicts a situation in which laws have lost their force. We are not inclined to be pessimistic but the constantly growing category of crime leads us to deeply deplore that our laws are inadequate to cope with these hellish attacks upon our wives and daughters and the future seems dark.



### INSURANCE AGAINST STRIKES.

The national convention of Austrian manufacturers, which was held during the month of November, had upon its program the reception of papers relating to and the discussion of the subject, "Insurance Against Strikes." An association has recently been formed to this end, not only in Austria, but in Germany as well, and has for its object a plan to indemnify its members for all losses sustained by them from unjust strikes which may break out in their respective establishments, whether voluntary, sympathetic, or forced. It is maintained by a weekly premium paid by its members and which amount equals from three to four per cent of the amount of his pay roll. In case of a strike the indemnity received shall, as an experiment, be fifty per cent of the wages paid to his employes for the week next preceding the strike. It is purely speculative in this connection, but it is thought that the premiums paid will warrant the payment of this indemnity during the continuance of any strike, unless such strike should become general in its nature and extend beyond the time when the premiums no longer secured

such indemnity. It is provided, however, that no indemnity shall be paid if a committee of confidential agents appointed by the association shall, after full investigation of all the circumstances, find the strike a justifiable one. From this fact it will be seen that they recognize the principle of the justness of strikes and that the objects of the association are based upon a principle that commends itself as a business proposition. Just what the practical result will be, for the present, is a matter of conjecture, but it seems to embody in it a plan which affords ample protection to the employer against unjust strikes, while it in no way assumes to protect its members in holding out against the just demands of labor.

It is said that a similar organization, having for its objects the same purpose as that of the Austrian manufacturers, has been organized in Leipsic, Germany. Thus the principle seems to be gaining ground that labor is justified under certain conditions to strike, and that manufacturers recognize the necessity of not only protecting themselves against the influences of strikes brought about un-

justly, but of compelling their members to concede the just demands of the employe in every instance. This is an important concession to labor and will be watched with much interest by American manufacturers. Notwithstanding the fact the American is loth to admit his willingness to adopt the progressive ideas of his European cousins, it will sooner or later find a footing on American soil and receive a trial under the conditions which surround American labor.

Let us try to conceive its effect upon the wage earner of this country. We can imagine that an associated body of manufacturers who have a sinking fund created from premiums paid in to indemnify its members in case of unwarranted strikes, will do much toward discouraging such strikes, for the reason that the plan itself requires inquiry into the causes thereof by a committee who shall decide the just-

ness thereof, and if found to be unwarranted, shall make public the facts connected with the case and the manufacturer is sustained in his action and paid an indemnity so long as the men hold out. On the other hand, it demands recognition on the part of its members in the just demands of the wage earner, and compels him, at the sacrifice of indemnity and the protection of the association, to meet the demands of such labor. This latter clause forms an important concession to labor that may militate against its adoption in this country for some time to come, yet as the right of labor to demand its rights becomes more and more generally recognized we believe that the spirit of progress will bring about a measure of a corresponding nature intended to protect both employer and employe in the adjustment of differences.



### RIGHT TO RESERVE A CAR SEAT.

There is now before the Supreme Court of the state of New York, pending decision, a case which has excited not a little interest among the traveling public. Two passengers became involved in dispute over the possession of a seat, which the defendant claims he had reserved by placing his luggage therein, but which the plaintiff claimed by reason of his right to a seat and the absence of the defendant from same to hold his right thereto. When the defendant returned and demanded the seat now in possession of the plaintiff the latter refused to give it up, whereupon the defendant became enraged and laid violent hands upon the plaintiff and tried to eject him, so the story goes. While occurrences of this nature are so common as to give but little interest to the conductor, who witnesses scenes of this nature almost daily, a legal decision settling this long-disputed question will probably be of interest to them. There are but few of us who have not long ago settled in our minds who the rightful possessor of a seat under such conditions is. Observation of human nature and experience have done much to mould our opinions, and we believe, to make us

competent to pass upon grievances of this nature.

An opinion of Mr. Frank Loomis, counsel of the New York Central, is quoted in this connection in the Express Gazette as follows:

"When a passenger," said Mr. Loomis, "buys a ticket he presumes that he is to get a seat, and unless there is some unusual condition he is legally entitled to a seat. If he enters an ordinary coach where no seats are reserved, he finds no trainman to usher him to a seat. It is the custom of railroad companies to allow passengers in such coaches to choose their own seats. This practically amounts to a regulation of the company. If a person sits down in a seat and then for any reason leaves it without in some way marking it as reserved by himself, and returns to find it occupied by another passenger, I am of the opinion that he has no right to ask this passenger to give up the seat. If, however, he leaves his cane or umbrella or hand bag in his seat and then goes to the platform to buy a paper, or for any other purpose, and returns to find his baggage moved and the seat occupied, I am of the opinion that he has a legal and moral right to that seat. He has the same right to it that he would have if he had been sitting there for an hour while the train was under way and had stepped to one end of the car to get a drink of water. If a man

across the aisle stepped into the seat he would certainly not be entitled to it.

"Now, being wronged, how can he get this wrong righted? A passenger who had been deprived of his seat would certainly not have the right to eject the intruder forcibly. He would have to sue. Another course open to him would be to appeal to the conductor of the train. The employes of the road could go to the intruder in the seat and ask him to give it up. They could say to him that he was violating the rules of the railroad company, which recognized the right of the other man to that seat, inasmuch as it permitted passengers to select their own seats instead of assigning seats to them. If the man refused to vacate, the trainmen would have the right to eject him, using, however, only such force as was necessary to accomplish this end."

We are inclined to favor the view that Mr. Loomis takes of the situation so far as he goes. His right to possession under any of the conditions cited appeals to that courtesy that custom has established as an unwritten law among people who travel, and which custom we, as conductors, believe should be maintained and recognized. But there is another view to be taken of the abuses to which this custom has been made subject that appeals to us as one to be condemned, and which may be coincident with that now before the New York Supreme Court. It is the intention of our railroads to provide comfortable seats for its passengers so that no passenger may be under the necessity of standing up. As our ordinary coaches are arranged, each seat will comfortably seat two persons, and is all the room they can expect to occupy of right. It is a common practice, however, with some persons to exceed this right, as well as the rules of the company, by usurping a

whole seat with their extra baggage to the exclusion of persons who must remain standing on this account. This custom has become quite common on many roads, and many times we see the entire seat monopolized by luggage of one kind or another, while the owner is perhaps smoking one of the butcher's best and occupying two entire seats in the smoker. Thus he is in possession of eight seats, while entitled to but one, and then, if he returns and finds his baggage removed by a passenger, he urges his claim to possession on the ground that he has established a baggage car of the four that he originally possessed. (?)

We are of the opinion that if our railroads established a rule specifying that no baggage would be permitted to lie upon the seats of its coaches to the exclusion of its passengers that the right with regard to the possession of seats would regulate itself. In absence of such a law or rule it is our opinion that a passenger forfeits his right to the seat he originally occupied when he takes another seat, either in the same coach or in another part of the train. Our experience has been that the complaints arising from the usurpation of seats temporarily vacated under such conditions as have been cited by Mr. Loomis are vastly in the minority as compared to the number arising out of those given rise to by what is known as the "hog" who wants everything in sight. The character exhibited by the complainant in this case lends to the belief that he is of this family, and if it can be so shown we hope the decision of the court will establish a precedent for all states that will be the means of effectually eliminating the nuisance.

### CENTURY'S GREETING TO AID RED CROSS.

The parting of the centuries on the night of the 31st of the coming December will have a celebration of world-wide import and interest in the unique watch meetings to be held in this country under the auspices of The American National Red Cross.

The specially organized Twentieth Century Department of the Red Cross, is now preparing to hold watch meetings, as far

as practicable, in every city, town and village of the United States. Mammoth meetings are already arranged for in New York and other leading cities, in Madison Square Garden and other great auditoriums, to see the old century out and the new century in. At Madison Square Garden Sousa's famous band will furnish the music and a grand chorus of one thousand voices will be heard in song until mid-

night, interspersed with speeches and greetings.

These "Greetings" will be an unique and epochal feature. Not only the rulers of the prominent nations of the world, but the leading celebrities of every land—Tolstoi, Joseph Chamberlain, Dreyfus, Zola, Kruger, Sir Edwin Arnold, Hall Caine, Anthony Hope, Lord Roberts and more than fifty others, making a total of about one hundred, have written special messages for the Red Cross, on the progress of the 19th Century and the promise of the 20th Century.

Such a grouping of crystalized thought from the master minds of all the earth on a subject of such universal interest was never before made. The contribution pledged to the service of the American Red Cross branch will form a most inspiring and impressive memorial. So important and significant are these "Greetings" that the originals are to be preserved for the nation in the Congressional Library at Washington.

At every Red Cross watch meeting in city or village throughout the land there will be opened simultaneously a sealed packet containing these "Greetings" from the Old World to the New on the close of a century so unpercedented in achievement and the coming of another so transcendent in promise.

In the noble memorial address by Miss Barton to congress some twelve years ago she recalled the fact that probably no sign or figure in the secular world is sacred to so many eyes as the Red Cross of Geneva. It is the insignia of a humanity that knows no foe. In the fiercest conflict of arms it passes unchallenged on its mission of mercy. Its international organization is founded on the welcome and authorization of the united governments of the civilized world. Its chief directors abroad are men of the foremost standing, and the crowned heads of Europe are its patrons. It is eminently natural and fitting that it should be the medium for bearing messages of cheer and fraternity that will inspire and delight all America in these great watch meetings.

The object of these meetings is to raise funds for the American National Red

Cross, and to signalize the dawning of another century by giving world-wide prominence to that fraternity between nations which tends to ameliorate the horrors of war.

The Red Cross in other countries has been endowed by various means, but in the United States it has worked from one national emergency to another without an endowment or sustaining fund, and it is believed that, at the dawning of a new century, the people of the United States will gladly gather together in mass meetings to watch the old century out and the new century in, and at the same time to aid in the national and international work which has for its watchword "Humanity."

The American National Red Cross has, for the first time, consented to give the public an opportunity to contribute to a permanent sustaining fund for this broadest of charities.

It is not necessary to enlarge to American readers on the history and work of Miss Clara Barton and The American National Red Cross, nor as to what she and the Society have done for the soldiers of the regular and volunteer armies of this and other countries. With the provision of such a fund as is proposed, the occurrence of any great calamity, such as recently visited the city of Galveston, would find it in a position to offer that most valuable of all assistance—first relief.

It is expected that some adequate provision may be made for such a sustaining fund through the agency of the watch meetings and the subscriptions for the sealed packet of "Greetings," which will be delivered to every meeting in the country at a very moderate charge.

By arrangement with the Red Cross, provision may be made also for the special financial benefit of any local church organization or any other meritorious application.

Full information in regard to the organization of the watch meetings in any city or town will gladly be furnished on application to The American National Red Cross in the St. James Building, New York City.





No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

In the great, noisy, bustling city of Chicago, on Wednesday, Oct. 17, the busy Secretary of the Insurance Association of the Ladies Auxiliary to the Order of Railway Conductors issued two policies. Little she thought, as she placed her signature on one of those policies that it might cost the company just \$200, but Providence had not willed it so. Just as those policies had been securely sealed and mailed, an accident occurred in the city of St. Paul; an accident, which, had not the kindness of an all-wise Providence interfered, might have proved fatal. The principal in that accident was Mrs. J. C. McCall, Sub. Agent of Insurance of Coma Division, and I, who am a bosom friend of the lady's, am firmly of the belief that had not that policy been written she today, at this writing, might have been sleeping the sleep that knows no waking; calmly resting upon a pillow of flowers brought by the kind hands of the Ladies Auxiliary. Some of you may think me radical, but as she lay on that bed of anguish and saw each day the slow healing of the ugly wounds and felt the sharp stinging of the smothered pains, and as she grasped the policy in her hand, she could not but say, "Surely, I for one, ought to be a grateful benefactor."

Now, Sisters, my plea is this: You belong to this Auxiliary; the insurance is a side issue. You want your Order to be a success, and you want the insurance a success as well. Can you not spare just thirty cents a month toward its support? That means just one card party less, just one pound of sweetmeats less, or a curtain on some other luxury. Now, you who have not, as yet, been insured, don't hesitate, but come boldly up to the mercy seat and say, here is my \$1.05, take my name and issue me a policy. You will feel so happy and satisfied. You will at least feel that you have done your duty. I was as big a skeptic as anyone at one time, but as I held that policy in my hand and read the name of my husband, the beneficiary, a thrill of happiness went through me. Now it is only a trifle. Don't wait to be teased, but respond to the word at once to come.

Well, so much for the insurance and so much for the injured Sister, whom we are glad to know is skipping around as lively as ever. To this fact our Grand President will most willingly testify as the Sister above mentioned happened to be her pilot for a short time during her stay in St. Paul.

Sister Moore has finally paid us that official visit

and she left us on Saturday a. m. for Seattle. Her visit was one of pleasure and profit to each one of us. We sat spell bound and drank in every one of the words of wisdom, counsel and advice so fitly spoken. Sister Moore, above all others, in reality possesses the happy faculty of saying the right thing in the right place. She took us through a most excellent drill of the initiatory rank, balloting, etc., and carefully reviewed each clause in the constitution and by-laws. Thursday we were entertained by the members of L. A. Division 101 in Minneapolis. The local committee had most carefully prepared the program of the day, which included a dinner of eight courses at the Nicollett Hotel. A delightful reception at the home of Sister Langams in the evening proved a fitting climax for the day's round of profit and pleasure. Sister Langam proved herself an entertaining hostess and the affair was thoroughly enjoyed. The members of the St. Paul contingent never cease singing the praises of Brother Langam—by the way, Brother, that was a thoughtful courtesy, tipping the street car conductor, and Sister Ropers fingers are paralyzed yet holding that nickel waiting for him to come her way. Sister Moore was the guest of our Sister President, Mrs. Gilboy, while in St. Paul. A number of the members of L. A. Division 123, of Austin, came up to the St. Paul meeting Friday and remained for the reception at Sister Gilboy's in the evening. Sister Moore gave us an interesting talk on insurance, and I think as a result our membership in the beneficiary department will be greatly increased before very long.

Our Division is preparing for a Japanese bazaar to be held in our hall in Pythian Temple just before the holidays. Sister McManus is the instigator of the affair, and we are bending our efforts to make it a complete success. We are also giving a series of card parties, alternating progressive eucher with cinch, and occasionally giving a silver tea and thimble bee. Sister McGiven, we are grieved to say, is confined to her home, one of her little girls having diphtheria.

Of course the thought uppermost in our minds at present is the coming convention. We are anxious to have it a success from every standpoint. We want to make our visiting delegates feel so at home and enjoy their visit so much that they will want to come and see us again. Oh, by the way, Sisters, members of Division 98, if you have a few minutes to spare this morning come with me and take a little walk. Let us wend our way up to the

brow of Merriam Hill and place our right hand over our eyes and look on toward the rising sun, beyond the orchards of Ohio, the coal fields of Pennsylvania, past the busy commercial centers, down to the great metropolis, even beyond the gates of Castle Garden, past Harvard, Yale and Vassar and the busy seashore towns of the New England states, even past the border line into Canada, and what do we see? Then let us turn square corners, face about, if you will, and go over on the on the Daytons Bluff, where so many of our members live, and stand on the ragged edge of the cliff at the Indian Mounds and look down past the surging waters of the Mississippi, beyond the cotton fields of Alabama and Georgia, even to the stricken city of Galveston, to the Gulf of Mexico, and what do we see? Then let us turn again toward the setting sun, beyond the golden gate at San Francisco, past the waving fields of golden grain in the Dakotas, through the Yellowstone and the Rockies, the sandy plains and deserts of the far west till we reach the orange and rose fields of California, till we are lost in the broad expanse of the Pacific Ocean, and what do we see? A mighty army divided into battalions and companies, each moving on to the field of battle—the scene of action. Where is this encounter to be held? You know as well as I, that the first signal will be given at 9 o'clock the first Tuesday in May, right here in St. Paul. Are we, my dear Sisters, as a local Division, when the signal from the commander in chief is given, to be found with rusted bayonets and worn out swords? Ah! no. Let us make up our minds as the virgin of old did, to have our lamps trimmed and burning, and let us take our one talent, or perchance, our two or five, as the case may be, and make the most of it. Let us not depend on our delegate nor the officers we may select, but let us each step out as individual members and do what we can to see that the part we are expected to take is a success.

St. Paul, Minn.

CORRESPONDENT.

Editor Railway Conductor:

On Oct. 31 the ladies of L. A. Division 122 planned and carried out with wonderful success, a complete surprise on Brother and Sister Hall, who are on the eve of departure for California, where they go to spend the winter for the benefit of Mr. Hall's health. After sending a beautiful bunch of chrysanthemums to Brother Hall in the morning, thereby exciting the jealousy of his wife to some extent, in the afternoon of the same day our ladies marched in on them, bringing dainty refreshments and a very handsome cut glass dish, which Sister V. P. Carroll presented to Sister Hall, touchingly referring to her staunch and untiring zeal for our cause through sickness and death, and the many trials and discouragements incumbent upon her as the head of our Order. We shall sorely miss her through all the long winter months, but we are wonderfully cheered with the happy thought that we will welcome them back with the sunshine and flowers of beautiful spring. At our last meeting a very interesting letter was read from our much loved Sister Secretary Hardenburg, whose removal from our midst the fortune of railroad life has made necessary. Brother and Sister Hardenburg have moved from our city to the sunny state

of Texas, and the best wishes of a host of friends follow them to their new home. Division 122 as a body, and the members as individuals, feel that we have met with an irreparable loss; and while we may be able to fill the office of Secretary and Treasurer with perfect satisfaction, words are too weak to express our regret at the loss of her beautiful personality; Sister Hardenburg's amiability and gentleness having won the hearts of all who knew her. The L. A. surprised Brother and Sister Hardenburg just before their departure, taking with them refreshments and flowers. In the course of the evening our Sister President, in the name of the Auxiliary, and with words of praise and commendation for her faithful and efficient service in our behalf, presented our departing Sister with George Eliot's complete works handsomely bound and illustrated. The only thing to mar in the slightest the pleasure of the occasion was the thought of the good-bye to come, which we all felt keenly, but we earnestly hope our loss may not be permanent and that fortune may so favor us some time in the future as to turn Brother and Sister Hardenburg's footsteps back to Peoria, where they will ever be gladly received and warmly welcomed.

We are still working along the same old lines, which means giving where we think it most needed. At our last meeting we voted to give \$5 to the Home of the Good Sheppard, having some time ago given the same amount to the Galveston flood sufferers, and now it is our wish to give something to help the Home of the Friendless. Division 122 will be ably represented at Delevan, Ill., on Nov. 6, by Sisters Brubage and Doty, who meet with the Federation of Womens' Clubs to report the work of our Auxiliary for the past year. Brother Corrigan, who was badly bruised and shaken up in a wreck some time ago, is able to be at his post of duty again, and through your correspondent he wishes to thank the ladies of Division 122 for sending flowers during his convalescence. He is also under obligations to his Brother conductors for a box of fine cigars. We extend our sincere sympathy to Sister Winchester, who has returned from Eureka, where she went to attend her father's funeral. Sister Carroll royally entertained the tea at her home on Thursday, Oct. 4. Your correspondent enjoyed to the utmost a short visit from Sister Ada Ashley, of Division 108, Springfield, Illinois.

As this letter will end the term of your humble scribe as correspondent to THE CONDUCTOR, we wish to express our gratitude to the editor for many past favors, and also to thank the members of our Division for the patience and forbearance with which they have endured our many errors and shortcomings.

IDA M. OSWALD.

Peoria, Ill.

Editor Railway Conductor:

It has been some time since L. A. Division 101 has been heard from. During July and August we held but one meeting per month. Some of our Sisters were out of town, while the rest of us entertained more or less at home.

One of our Sisters was fortunate enough to visit our Sisters in Tacoma; I say fortunate because the glowing account she gave of their great hospital-

ity and ability to entertain made all of us anxious to visit them. We feel more closely related to Tacoma Division, because one of our Sisters has recently been transferred to that Division. We were very sorry to lose the Sister, but feel that our loss was their gain, and as we are all working for the same results, she is still our Sister. The weather having grown cooler the Sisters are thinking of our socials once more. I fear Sister Herbert rather frightened us, for no one has ventured to entertain since partaking of her royal spread. We have had several surprise parties of late, one on Sister Simons, now of Tacoma, one on Sister Christenson, and two on Sister Pfeifer. We also had a lawn social at Sister Pfeifer's, which resulted most satisfactorily.

November 1 and 2 we had the pleasure of Sister Moore's presence and instructions. On the first an all day session was held in Minneapolis, only stopping for dinner, which was served at Hotel Nicolle. Our St. Paul Sisters were well represented, but we were sorry our Austin Sisters were unable to attend. In the evening a reception was given at the home of Mrs. Chas. Langan. On the second a meeting was held in St. Paul, which some of our Sisters attended, and were pleased to meet our Austin Sisters also. We all feel it would be impossible to lose interest in our meetings or slacken our efforts for improvement, after listening to the words of truth, wisdom and encouragement from Sister Moore. I regret that every Sister in the Order could not have been present. We regretted being unable to have Sister Moore with us another day, but she was called to Tacoma; in fact, if we could keep her among us always we should be pleased, only that would be too selfish; however, the remembrance of her presence and the good she has done us will abide with us. We have taken in several members this year and hope to have several more. Three of our members have been absent for some time, but we are looking forward to their return and bringing, if not a Sister, a new daughter.

Minneapolis, Minn.

Mrs. J. M. CHANTRY.

#### Editor Railway Conductor:

"If any little word of mine may make a life the brighter, God help me to write that word." "If any little lift of mine may ease the burden of another, God give me love and care and strength to help a toiling brother."

A great writer once said: "in order to see into mankind, into life, and still more into ourselves, suffering is requisite." Is it true that the heart, like some rare flower, must be crushed in order to give to the world its sweetest fragrance? Like the grape, must it be pressed and crushed out of all semblance to itself so that the pure wine may make glad other hearts? Yes, 'tis the best that comes from the suffering, tortured, bleeding heart if it is used as the Master intended it should be—to gladden other hearts—His first miracle wrought at the marriage feast was to make glad troubled hearts and show the purity of the unfermented wine. 'Tis the unfermented wine of the crushed life that the world needs today poured fresh from the Master's hands, not sour and fermented by the human touch; but if in obedience to His voice, although our hearts are filled with tears—as the

watering pots had to be filled with water to be drawn out at His command—and behold the rich, rare wine by the touch of the Divine hand, bringing joy and gladness to the friends and neighbors of the bridegroom.

Today my heart naturally turns to our sick, discouraged Brothers. In my vision I see you. Some of you have been helpless so long and the time has been so slow in passing to you, who have always been active and are now so anxious to get out "to make a dollar" for the loved ones. Oh, this waiting time is hard; God only knows all about it, but dear Brothers, I want to cheer you up and help you to live for those who love you, and to make the rest of your life full of joy and gladness. You have been laid by like a broken down engine for repairs, and now let me tell you you will come forth a better man just as the engine comes out of the shop a better engine. Now, my Brothers, don't you worry any more than the old engine did, just trust and obey orders and you will come out all right, and don't forget that a merry heart doeth good like a medicine, and if you should come forth into the world minus arm, leg or eye, 'tis far better than to leave your loved ones to struggle on alone. Learn to be proud of these scars of the battle field of life, for many of our railroad boys will rank high in the next life, for many of you have laid down your lives for others, and the crowning day is coming bye and bye. All the heroes crowned will not be the ones in the midst of the din of battle and the excitement of war. Through the silent watches of the night, when all are asleep around you and you hear the thud thud of the engine in the yards and you begin to worry, listen, and deep down in your heart you will hear a still small voice saying, "Peace I leave with you, my peace I give unto you. Let not your heart be troubled, neither let it be afraid. Be of good cheer, I have overcome the world." Here are three comments from the Master, who lived on earth and suffered and was tempted on all points as you have been. He says, be of good cheer, be not afraid, and let not your heart be troubled. Oh, my Brother what more can I say, you are under this elder Brother's care and he loves you; your sins may have been many, but he forgives and loves you still, and sees in you the making of a true, good man when the dross of your life has been consumed. Sometimes He sees best to take you to himself to make you perfectly whole, but, He, the Great Physician, understands your case, and He wants His children happy, never gloomy, never sad. So, my Brothers, cheer up and the elder Brother will help you. He will put it into the hearts of your railroad brothers to be more thoughtful, and to visit you oftener, and in many ways He will help you here and hereafter. Do you know, I think these earthly brotherhoods are catching the spirit of the elder Brother, and right here Sisters, let me express my thoughts on the Order meeting on the Sabbath. I used to think it wrong, as many of you do, but "days change so many things; yes, hours. We see so differently in suns and showers." From what I know of the O. R. C., I believe it could become a great power by meeting with the elder Brother on the Sabbath day. You remember He said, "it is lawful to do good on the Sabbath day." I believe that on the last day the O. R. C. can stand the test



of Math. 25. I believe every good O. R. C. man will unite with and go to church with his wife and children, for it is the right thing to do, and it is the thing you will be glad you have done when your summons comes to meet the elder Brother, for you have a charge to keep in your wife and children, and the church is a strong safeguard for the young and a source of strength for the old. Looking into the faces of the officers of our own O. R. C., I believe they are all christian men. I can imagine them gathered together in His name with the promise ringing in their ears, where two or three are gathered together in my name, there am I in the midst of them. This promise does not apply to the church only, but any gathering for the good of others. I can imagine I hear the Lord's prayer Our Father, closing in the name of the elder Brother repeated by the seen and the unseen in unison, and then I know the business will be done in the name of the elder Brother. Sisters, I cannot forget what was done in His name for my own, and I know the same will be done for many of you.

Sister Ingram, you are right on the temperance question. We are commanded to glorify God in our bodies, because the body is God's temple. How can we do this when we allow all unclean spirits to defile us and make us unfit for His presence? My Brothers, isn't it awfully sad? Isn't it pitiful? It isn't yourselves alone who suffer because you become intemperate, but those you love suffer most. How I dread looking into the sad, wistful, longing eyes of a woman whose husband drinks, and hear that awful cry, Oh, it's worse than death! Death is so terrible, but it can't be helped; but oh, my Brothers, you yet have it in your power to bring joy and gladness into that dear wife's life. Time is so short here. Make her happy while you may. Did you all read the editorials on O. R. C. Men as Officials, and The Ban on Cigarettes? The children should read the latter. Yes, Sister, I believe in joining the L. A. if "Barkis is willin'." but if it in anyway interferes with the home duties I'd wait awhile. The welfare of the home is women's mission, first, last and always. Church clubs or lodges come as the next things.

I liked Hope's letter of Topeka, because it was like her name. The home question is still agitated, but I can not touch on that, for my thoughts are on the home we are all sure of needing being prepared for us. Brothers, do try to pay insurance to invalid Brothers so that they will be spared the worry that often comes when the money is melting away like snow. 'Tis natural they should want it saved for the loved ones if they should be taken, but if they could have even a portion of it during their sickness it might save them to their loved ones for many years. To the dear ones who are walking the pathway of life without the visible presence of the companion who smoothed out the rough places along the way, causing the darkness to become light because of their good cheer, may their invisible presence fill your heart with gladness, for to them will be given the right and wrong to be ministering spirits to the loved ones on earth. This message was sent me. I pass it on to you:

"Dear heart alone and lonely, though shattered

life's hopes may be, the Lord who cares for the wayside rock will much more care for thee. Thy deeds of tenderness, words of love, like flowers, may spring and twine till joy comes into other lives from the very rents in thine."

Hiawatha, Kan.

MRS. C. H. BROWNE.



#### Editor Railway Conductor:

Our Division is doing very well for the time we have been organized, although we have failed in getting in some new members that we were looking forward to. During the summer some of the Sisters have given socials at their homes, the first two being at Sisters Williams' and Jester's, where members and outsiders were invited and served to ice cream and cake and a social good time for all. The last one was at Sister Letts, assisted by the members, and was held on the lawn and a cordial invitation extended to the public. The lawn was beautifully decorated with Chinese lanterns and a platform laid for those who love to trip the light fantastic while the ladies were busy serving cream and cake. Each social netted a neat sum, which was turned into our treasury. Some of our Sisters have been on the sick list; all are convalescent except our Vice-President, Sister Hine, who has been poorly the past few weeks and at this writing is no better. At our last meeting Sister Doram mounted a chair and announced that she would give a social at her home and wanted all to come. In August we were invited to attend a union meeting at Cheyenne. Our Division was represented there by five members. I was unable to go, which I have regretted ever since. Those who were present had the pleasure of meeting our Grand President, Mrs. Moore, and came back feeling it was good for them to be there, and that they had learned a great deal. They also gave us a few pointers, which we needed.

In the October number I read with pleasure a letter from Division 118, of Tucson, Ariz., which made my thoughts turn back, as it was at Tucson that I got my first experience in railroading in 1882. At that time there was no O. R. C. Division there. Sister Weir had the misfortune to lose her household goods by fire, while visiting in the east. Unfortunately they were not insured.

North Platte, Neb.

MRS. S. C. MECOMBER.



#### Editor Railway Conductor:

If we did not see the members of Divisions 56 and 359, O. R. C., once in a while we would not know they were in the land of the living. We never see anything in THE CONDUCTOR from them. There is an old saying "Still water runs deep and the Old Boy at the bottom." Wake up, Brothers; don't let us spoil our eyesight looking for some news from you every time THE CONDUCTOR comes, and be disappointed every time.

Now that I have called the Brothers down I am going to say a few words to some of the Sisters—not only the Sisters of my own Division, but the Sisters of every Division. Sisters, the time will soon be here when we will have nomination and election of officers for the coming year. Let us think well before we nominate any Sister for office. Do not be careless. I, for one, do not believe in nominating a Sister for office that only

attends meeting three or four times during the year. We have in our Division some officers who have passed the lodge door on meeting days and who refuse to come to meeting. I say such a Sister should not run for office when she does not care enough to fill her chair on meeting days. We also have some members who never think of attending our meetings, but let them just hear of our Division having a social or anything in the line of amusement, and just see how every one of those absentees will attend THAT! Perhaps I will be called a crank, but I am not going to let it worry me. I mean what I say. I get discouraged, and I think our President must, too, when she reads THE CONDUCTOR every month and sees how other Divisions have such good attendance. I can see no reason why we could not.

We were sorry our Grand President, Sister Moore, could not visit us as we expected. But we hope to see her in the near future.

Albany, N. Y.

CORRESPONDENT 36.

Editor Railway Conductor:

Once more that welcome visitor, THE CONDUCTOR, is to hand, and as usual I delight in reading the letters from the Brothers and Sisters. Our Division is progressing nicely. All the Sisters are in good spirits, and by being loyal and just, with malice toward none and charity for all, our meetings make us feel that we are indeed banded together in sisterly love and ready to lend a helping hand to those in need. We have two applications to be voted on next meeting day. Sister Bonham is quite sick. We hope her illness will be of short duration. Brothers Williams and Davis are on the sick list. Brother and Sister R. B. Ragsdale have gone to Cincinnati to spend a week or ten days. Brother Lowe has quit farming and taken his run again. Division 139, O. R. C., I am pleased to report, has been increased in size by the addition of several new members. I do not wish to beat 139's correspondent out of his job, but he has been laying off for some time (and I think without leave of absence), but presume he has cause for so doing, as, ordinarily, he is very prompt.

I wonder what has become of Division 118, O. R. C., as I do not remember seeing a letter from them this year? Did they forget to elect a correspondent, or has he lost his pen?

Knoxville, Tenn.

CORRESPONDENT.

Editor Railway Conductor:

Our President, Mrs. O. F. Holbrook, met with a bad accident in getting off her wheel and is now at the hospital, but full of courage and hoping to be out some time in December.

Well, Division 41 has been full of business; we have initiated several new members and taken one on transfer; had socials, a grand ball at the Mineral Palace, which was a success in every way, and finally got supper for the ball given by Division 36, which was given Hallowe'en night.

We have several applications out, being filled for membership insurance, but they go slow, as so many of the Sisters are insured for so much more in other Orders. "I am carrying all I can now," is the answer in so many cases. It is near election time in Auxiliaries and we are busy, as this is an equal suffrage state. We would like to hear from

Sister Pollock and her husband. Brother Buckley met with an accident the night of the 1st. We hope it will not be serious. Brother Yellowlee is still in good spirits and able to be out on the lawn in an invalid's chair. Sister Ward is home and with us once more. Some of the ladies are wishing for a course of reading or something whereby we may be improving our social circle. They are getting tired of card parties and balls. The question is, where shall we start? and what shall we take up?

Mrs. L. B. S.

Pueblo, Colo.

Editor Railway Conductor:

It has been rather dull with Division 67 through the summer months, as we do not hold our meetings through July and August. In September we held our union(?) meeting, and although the attendance from other Divisions was small, and not as large as we would have liked from our own, the Sisters who did not come were the losers. We had our Grand President here and she worked untiringly while with us, and I think we all feel that we learned a great deal in the time. Sister Moore arrived in Portland September 6, and in the afternoon she inspected our Division, and I think we did well, but perhaps it would be better to let that come from Sister Moore.

Thursday evening we went on a trolley ride to Cape Cottage and enjoyed a shore dinner and attended the theater. Friday morning we were at the hall ready for business, and we were as busy as bees—indeed we hardly liked to take time to go out to our meals, and all of the Sisters who could took dinner at the Preble House with Sister Moore, then went back to the hall to take up our work again. By the way, I should like to mention through THE CONDUCTOR the kindness we were shown by Brother Thomas, proprietor of the Preble, and to thank him for his courtesy. Friday evening we held a reception in the hall, inviting the Brothers. Those who did not come missed a treat, as I know they all enjoyed Sister Moore's remarks. We had an entertainment and served ice cream and cake during the evening. Saturday morning we were back in the hall again, eager to learn all we could, and worked right through the day, the most of us taking our midday lunch in the hall. Sunday we took a trolley ride out to Riverton and called on Sister Sawyer and had a very pleasant time. A number of the Sisters escorted Sister Moore to the station, and as the train bore her away I know the best wishes of all went with her, and we sincerely hope she may meet with us many more times. I know of no Sister at the present time but that is able to get out to the meetings. Sister Stevenson is with us again after her long sickness. We have one new member that we expect to take in at our next meeting, and we hope there will be more to follow. I was glad to see something in the September CONDUCTOR from Division 403, down in the moose regions. I wonder why we see nothing from Division 66? Do not let the eastern Brothers out-do you?

On October 28 Division 66 held a meeting in Bingham, and took the Sisters along. I was not one of the fortunate ones myself, but have seen one of the Sisters who went, and she said

there was a goodly crowd and they all enjoyed it. Of course they did! don't the boys always give us a grand time when we go? Do I hear some Brother say "taffy?"

MARIGOLD.

Portland, Maine.



#### Editor Railway Conductor:

In looking over the different articles in the October number, and realizing that we are just entering upon the last quarter of the year 1900, I deem it a pleasure to represent Division 37 in the columns of THE CONDUCTOR. I feel confident that every member of Columbia Division will voice me in saying that we have many things to be thankful for. It is true, there has been much sickness and some deaths among our Brothers of Division 98, but those afflictions only belong to the natural laws, and we have no cause to complain. The attendance at our meetings has been good all through the year, and much interest is manifested in our work. We have added four new members to our list, with bright prospects of more in the future. We have inaugurated a series of social entertainments, and the Brothers of Division 58 and Sisters of Division 37 have been divided into three separate divisions, alphabetically. These divisions are to entertain alternately once every month. Two of the series have already been given, and everybody enjoyed a "barrel of fun." The first was given at the home of Brother and Sister E. E. Clark. Cinch and crokinole were played progressive during the evening and Brother Clark was the unfortunate cinch player and received the "booby." When you see him again ask him what it was. [\*] The second was given at the home of Sister Kurtz, and a guessing game was played, which provided much amusement. Our grand annual ball was given Thanksgiving night. The Brothers and Sisters united in this affair and swelled our treasury to overflowing. Our good Brother W. A. Coon, of the O. R. C. offices, who was chairman of the arrangement committee, had more business than a presidential candidate, and left nothing undone to add to the pleasure of the occasion.

Well, Sisters, the time is drawing near for the election of officers, and I believe we should exercise much forethought and judgment in this matter. Let us not vote for a Sister with the spirit that she is a bosom friend, and that her opponent has had the office long enough, but let us forget self and special friendship when it comes to this question and place officers in the chairs who will fill them with grace and efficiency and to the general satisfaction of all concerned. We would all be very glad to hear from some of our Sisters whose different vocations in life have necessitated a removal from among us. If we can't hear your voice, let us have an epistle, and with charity and true friendship for all I will close, wishing you all a merry Xmas and a happy New Year.

MRS. W. BUTTRE.

Cedar Rapids, Iowa.



#### Editor Railway Conductor:

As the year and the century are nearing a close the correspondent of Auxiliary 80 has decided to say a few words for her Division to show the others it is really alive. On the 22nd of September

our Division held its fifth anniversary. Our Grand President, Sister Moore, spent the day with us and also one day later and inspected our Division. On the 19th of last month a number of ladies (14 in number) from Division 8 of Sunbury visited our Division also Sister Clay, president of Harrisburg Division, came with them. After a short session we closed our meeting for the day and spent the remainder of the afternoon at different parts of the city, after which we enjoyed a most delicious supper at one of our prominent dining halls. From there we went to the home of Sister Van Kueran where we were entertained for the evening and at a late hour departed for our homes after bidding our friends a very pleasant good night.

Elmira, N. Y.

DUTE.



#### Editor Railway Conductor:

Division 39 still stands as firm as a rock, with a band of broad-minded, intelligent ladies. There is interest, good judgment and harmony displayed at each meeting. At the last meeting two applications were received and we have one candidate ready for initiation. Our Division was inspected November 23rd by Sister Ryan of St. Louis. Her presence encouraged us, and while we are glad that the dreaded inspection is over, still we enjoyed having Sister Ryan with us.

Our Grand Officers have been very quiet this term. What is the trouble, Sisters? We subordinate like to hear the voices of our generals: it gives us courage and inspiration. Ere this is read the election of officers will be over. It is to be hoped that each Division will elect those that can and will fill the chairs. An indifferent officer cannot make a successful one. Let the leaders be enthusiastic and untiring in their efforts to promote the welfare of the Order. The new year is close upon us; let each Sister resolve to do more for the good of the Order than she has ever done before and may success attend all efforts. Happy is the woman who can say she hath done what she could.

Jackson, Tenn.

CORRESPONDENT.



#### Editor Railway Conductor:

As the time for the election of officers will soon be at hand, I venture to say that my best plan is to get one more letter in THE CONDUCTOR this year. We still meet for the good and prosperity of the name we bear, viz: L. A. to O. R. C. We have cheerful and agreeable times the few hours we are together. We want a full turnout on election day. We want members who can attend regularly to fill the officers' chairs. All success and advancement of the Division work depends upon its officers being present at each and every meeting during the year. Our officers have been very punctual, we are pleased to say, during the past year, and we are certainly very proud of them for their close attention to duty, but we find the floor members are very loathe to fill a chair that happens to be vacant at a meeting. Why this is, I do not know. I often wonder what kind of officers such members would make, so unwilling to do anything that is not in the way their inclinations run. To be good, true members we must do whatever our heads and hands find to do. That alone will advance the cause we are enlisted in. With the number



of members we have enrolled a great work is expected of us, and we never want to have said of us that we are not advancing. We have always been represented at the Grand Division and also at the union meetings, and have done quite well by the way of organizing new Divisions, but our work does not end here. There are still many eligible women to be brought into the L. A. ranks. We have parted with some of our dear, good Sisters, who are honored and active members in a close-by sister Division. We were very proud of them, as they helped no little in building up No. 88 when we first started out with our two dozen members. They come to see us occasionally, and are always welcomed by us. Winter is now hastening upon us and there is no telling what will transpire to make our convening together pleasant and profitable.

But now we want some one to tell us what is going on in Division 172. Their gatherings are so "secret" that they do not have a correspondent at all. We hope this will not occur next year, for we are the Auxiliary to 172 and would like to read a letter sometimes in THE CONDUCTOR from them.

There is joy at Sister Buehler's. A new baby has come to gladden the home. We want her to bring it to Division meeting before the weather becomes too cold.

Altونا, Pa.

MARY M. McCURDY.

#### Editor Railway Conductor:

It is with a feeling of sadness, mingled with joy, that I sit and meditate over the things which have come and gone during the year that is past. When I think, have I done my duty to my Sisters as best I could, I fear not. Yea, I fear there have been many times that we all have come far short, but to err is human, and as the new year dawns upon us I wish that we might not only make good resolutions, but keep them also. As correspondent for Auxiliary 131 I have tried to do the best I could. The L. A. is very dear to me, and I shall ever work for its advancement. It has been the means of forming many tender ties of friendship that would otherwise have been unknown, as each month I read the letters from the different Sisters I feel as if I had a part in the cause so dear to each woman, or at least ought to be to everyone who is a member of the L. A. I wish that every husband who objects to his wife being a member (for alas there are some in Creston) could know how much joy and pleasure it would add to her life. I feel then they would be the first to urge them to take the first step. Some people think that when ladies join a lodge or any organization that they meet and gossip and talk about this one and that one. During my connection with the L. A. and on my visits to other Auxiliaries, I have never heard any gossip; all is love, peace and harmony.

Our President has been called upon to part with her father. Our Division thus far has had but few such bereavements; indeed God has been good and merciful to us. Brother and Sister McCoy are rejoicing over a young conductor, who registered at their home November 15. We have not had many socials, as the weather has been very bad for some time. On the 16th of November the correspondent had a birthday, and she invited the members of the L. A. to spend the

afternoon with her, which they did, and brought with them a beautiful salad set and preserve dish. Their kindness will ever be a pleasant memory.

In reading the letters in the November CONDUCTOR I read with interest one from a Sister in Albuquerque, New Mexico, who wishes there might be an Auxiliary organized there. I think that Sister would be just the one to start the movement, and I would like to suggest that that Sister call on the wives of the conductors in that place, then write to Sister Moore, who will either come or deputize someone who is near to organize an Auxiliary. If I knew the Sister's name I would try very hard to induce her to do this, and I know that a new Division would be started. I felt two years ago just as that Sister feels today, so I set to work, and with very little effort we have a good Division, although small in numbers. Wishing all O. R. C. and L. A. Divisions a Merry Xmas and a Happy New Year.

MRS. S. H. WRIGHT.

Creston, Iowa.

#### Editor Railway Conductor:

Auxiliary 9 is doing very nicely at present the attendance is very good. We have initiated quite a number of new members this year. We gave a supper and conferred the Oh! Why? degree on several members of Divisions 114, 314 and 175 at the hall of Division 314 on October 31st. The supper was successful and drew a large crowd which helped to put a neat sum into our treasury, but best of all was Brother McQuiken of Division 114 who took part in the cake walk. He discarded his new suit of blue for a suit of red with a rainy day shirt which was so becoming (?). The other events of the evening were music and euchre, then came a donation from our President, Sister Ody—a beautiful table cover which was raffled off at the rate of one cent a ticket, everyone wanted it but the lucky number was 967. This proved a success, netting the sum of one hundred dollars. A few weeks later came a surprise party by the Sisters of Division 9 on Brother G. W. Bandler of Division 314, with pie, cake and other good things to eat. A very pleasant evening was spent, euchre being the game of the evening.

Sisters of Division 9, let us encourage our officers. They have been prompt and faithful, and our meetings were well attended. Special credit is due to those who live at a distance and must make an extra effort to attend the meetings. I wish you all a merry Christmas and a happy New Year.

CORRESPONDENT.

Allegheny, Pa.

#### Editor Railway Conductor:

Auxiliary 147 is still alive and flourishing, although working under great disadvantages. Shortly after the organization of our Division we were greatly shocked and pained by the death of our beloved President, Mrs. J. M. Leseney. After the decease of our Sister, Vice-President, Mrs. Phillip Callahan, became President, but only to remain so for a short time, for by her removal from the city we also lost her. At the present time our third President for this term is Mrs. J. M. Cunningham, who is doing very well. Sister Covert has also left us, she and Sister Callahan both making their homes in Pueblo, Colo.

We have held several socials during this term, at which everyone enjoyed themselves. At our last regular meeting Mrs. Bessie Quigley became a full fledged member and Sister. After the business of the day was over we were treated by the social committee to cake and cocoa, and the Sisters vied with each other to see who could talk the most. The palm was awarded to Sister Scudder who felt very talkative on account of her husband being laid up with a sprained knee.

East Las Vegas, N. M. MRS. C. G. WATSON.

#### Editor Railway Conductor:

Although Division 49 has not been heard from for many months we still live in a very quiet way. We have had several very pleasant parties this year, chief among which was a lawn fete held at the home of Sister A. L. Orr, which was very successful and we netted a neat sum for the Home. Sister Bachelder, although not meeting with us often on account of non-residence, kindly remembered us with a beautiful white satin sofa pillow, with the colors of our Order and its emblem, which we appreciate very much and expect to raffle soon and upon which we expect to realize a neat sum for our treasury. Next is an autumn social to be held at the home of our Vice President, Sister Keefe, which we are confident will be a success as Sister Keefe is a royal hostess. Sister Boylson, our secretary and treasurer, has recently returned from Hot Springs, Ark., we are glad to say, very much improved in health. We would be pleased to have any Sister favor us with a visit who can conveniently do so. Wishing all Auxiliaries a happy New Year.

Eagle Grove, Iowa.

#### Editor Railway Conductor:

Division 47 has some very interesting meetings and is gaining new members. At our meeting November 21st Mrs. M. E. Shatto was initiated. Mrs. Mary E. Deanes was also ready for initiation but faced the goat and her courage failed. We hope she may take up new courage soon. Although the summer was exceedingly warm and our attendance small we held our meetings regularly twice a month. But now the weather is cooler and our Sisters are coming out in great numbers and I hope that every member of Division 47 will awaken to a sense of this duty and become interested enough in Division work to be present at every meeting and to help us do the work better.

On November 15th and 16th we held a sauer-kraut supper which was a grand social and financial benefit. Just ask Brother Wood if that sauer kraut was any good. He had a very small (?) sample of it. On Nov. 21st Sister Rhinehart, our inspector, accompanied Sister Brisbin of Division 9. was present with us and inspected us in our work. Sister Rhinehart gave us some very encouraging remarks and I hope will report us O. K. to the G. P. We acknowledge the receipt of an invitation to attend the anniversary at Baltimore, but very sorry to say could not attend on account of inspection. We are now looking forward to going to Pittsburg to attend the union meeting in January. Look out for Division 47 as you can expect a large delegation.

Sister Bender lost her son and husband within two weeks. She has the sympathy of the entire Division in her sad bereavement. We are sorry to report Sister Herman and Sister Cogman ill but hope they may soon recover. I wish the best of success to all Divisions and rejoice in their prosperity.

MRS. GEO. MICKBY.

Harrisburg, Pa.

#### Editor Railway Conductor:

The close of 1900 finds Division 59 prospering. We have gained several members the past year and there are more to follow. Our attendance has been good considering that our members are scattered in all directions within a radius of forty-five miles. We closed our doors during July and August, much to the writer's disappointment, for I doubt if our hall was any warmer than any other place during a summer like the past one. A union meeting of eastern Divisions with our Grand President, Sister Moore, in charge, was held in Portland, Me., Sept. 8 and 9, but only two of our members were able to be present. They report it a very instructive meeting and a grand good time. Sister Conlisk, of Ft. Worth, Texas, was a visitor at our September meeting. She is a very pleasing speaker and our Texas Sisters have good cause to be proud of her. We hoped to see her at our club meeting Oct. 11, but she returned to the "Sunny South" about that time. Had she met with us she would have experienced genuine Boston weather—all kinds in a few hours. Sister Haggett has not been able to meet with us for some time, owing to an affliction that prevents her from walking, but as she is slowly improving we hope to welcome her back in the near future. She has our sympathy in being confined to the house so long. We were pleased to see Sisters Sanborn and Royce at the November club meeting. Illness has prevented both from meeting with us since spring. We rejoice with Sister Varney over Brother Varney's recovery. He had a miraculous escape and although not yet able to don cap and uniform, he is slowly and surely regaining health and strength. We are more than sorry to lose one of our charter members, Sister Patterson. She was one of the standby's—always present, no matter what the weather. She has left us with the best of good will, but we miss you, Sister Patterson, and although another occupies your chair, you are not forgotten and will ever be held in loving remembrance by one and all. Our Sunday October meeting was in the hall above Division 157. Grand Senior Conductor, Brother Wilkins, and Division 122, as guests, were present. After dinner, served by a caterer in our hall, we were invited to meet with the Brothers and listen to speeches by Brother Wilkins and members of Division 157. I only wish the wives of Brothers who are not members of the Auxiliary could have been present. Brother Wilkins is a very forcible speaker, and had some of those Brothers brought their wives to the dinner, I am sure our membership would increase wonderfully in a few months. Our Sunday meetings are very enjoyable. There is a double interest those days and although some of our western Sisters think us very wicked, we know it is for the good of both our own and Division 157 for us to meet alternate months on Sunday. If any of those Sisters will come east and find us on one of those Sundays, I know they will be glad they came.

The July and August meetings of our club were held at Marblehead and Norumbega Park respectively. Starting from the Subway it is a delightful electric ride to both places. We obtained a fine fish dinner at Marblehead. Sister Mathes paid more than the rest of us, but of course she ate more. We took our lunch to the park (picnic fashion) which saved two Sisters from baking beans for us when the thermometer registered ninety-five degrees in the shade. In September we met in a hall at South Braintree with Sisters Cleveland and Hobbs. In October at Dedham with Sisters Drake and McHoon, and in November with Sisters Smith and Murphy at Dorchester. Our December meeting will be held in Auxiliary

hall and, as is our custom, each one brings a small quantity of something for dinner. Sister Smith never forgets the beans and my what a dinner it is! No one but Brother Smith could describe it.

The many Boston friends of Brother Rowland of Phillipsburg, N. J., were wondering if his long continued silence was a sign of illness, but I find his name in the November number, so know he is still hustling. (Sisters W. R. Mooney, A. G. Mooney, O. W. Brown, Beattie, Pousland and Drew)—any person finding and returning the same to No. 8 Hayward Place will be liberally rewarded. Sisters, the new year is before us, what it will bring time alone can tell, but may it prove a prosperous and happy one. We fear not unless each one does her part. As our ritual is repeated to us from meeting to meeting, it seems to me to be more beautiful and inspiring each time. Let us live up to it, do our best and we cannot fail to be an honor to the grand Order to which we have pledged our support. I wish all our Sisters a Merry Christmas and Happy New Year. MRS. W. N. DRAKE.  
Deadham, Mass.



#### Editor Railway Conductor:

Another year is fast coming to an end, and while all may not have been accomplished that was desired, Division 48 has much to be proud of. We have not missed holding a meeting, and each was called to order promptly on time. The officers have attended with an unusual regularity, and as a consequence, the business has been transacted in a way that was commendable, particularly the initiations. Our membership has been active. A great deal of our success is due our old President, Sister Neddo, who resigned as our President much to our regret. It will be very hard to fill her place, for she has been a hard worker and a loyal Sister, and to show Sister Neddo our love and appreciation as our President a surprise party was given her by the members of our Division, and some of the Brothers of 148. They went in a party and gave her a storm; carried the refreshments, which consisted of cake and ice cream, etc., and best of all they gave her, as a token of love, a magnificent silver soup tureen. The presentation speech was made by Brother Stegall for the Sisters, in a very affecting talk, showing the high regard Division 48 had for Sister Neddo. Brother and Sister Neddo have gone to Norfolk, Va., to take up their residence. What is our loss will be Norfolk's gain. Brother Neddo has opened up a high-class restaurant in that city. In his business he has no superior as a caterer. It will be hard for Chattanooga to fill his place. We wish that success will follow them to their new home. By the time this appears another year with its joys and sorrows, its failures and successes, its burdens and cares, its sunshine and sadness, will almost be numbered with the past. As our annual election will follow close, I've no doubt your humble scribe will be relegated to the quiet of private life again. Before laying down my pen and making my retiring bow from among the distinguished writers of THE CONDUCTOR, I wish to say I have enjoyed their good company for the last year. I also wish to thank the members of my Division for their many expressions of appreciation of my humble efforts. MRS. LOUISE OLIVER.  
Chattanooga, Tenn.



#### Editor Railway Conductor:

In looking over the correspondence in the last CONDUCTOR there was one letter that gave me more credit than I deserved. Although we all like our little compliments, I am afraid Sister McClary overrated this one. Nevertheless, I will say that I have tried to do my duty towards all, and am glad to know that I have pleased the Sisters of Division 134. Have we all done our duty this year, 1907? I have been from ocean to ocean and in almost every state and territory. I have been in cities both great and small, and some cities that were not cities at all, but for the past five years I have lived in the "holy city" called Palestine. One cannot go astray in Palestine, because there is no where to go. We can go up one street and down the other, but must be in before the curfew bell rings, as all is very quiet. Even the street cars stop running for fear of being run in, also the electric light plant. It is a kind of a merry-go-round life

to live in the sunny south, (that is, if you do not care of what you say); we never know what is going to happen next. I was asked "why" I stayed in Texas. I will tell you: There is good bread and butter in Texas; and another thing, I am sure that if anyone has nerve enough to live and die in Texas they surely will have a seat in heaven." I was at the gate looking at the heavens one night when Aunt Sarah, my colored woman, came out and said, "Wot am you lookin' at?" I said, "Aunt Sarah, I am looking for an angel to appear in the sky, for it is so clear and lovely." "Oh, hush, honey! you will nebber see that angel in de Texas hebbins." So must I go farther on or stay where I am and take chances with the rest. Some of the Sisters said I must write a farewell letter, as my term is almost at an end. Someone else will take my place—joy go with you; you have my best wishes. I am somewhat like the Queen in Mascot. I cannot stand it any longer. I have been on my dignity nigh on a year. Next year I want to be like some of the Sisters. I want to help kick.

I have so often read in THE CONDUCTOR, what are we to do to bring the Sisters out on meeting days, and how shall we entertain them? Can it be that the Sisters are not entertained enough while at the meeting? I think that our ritual work is perfectly grand. That alone ought to be enough to make each Sister take interest and bring her out each day that the Auxiliary meets. What can be more beautiful than our link work—Charity, Truth and Friendship; Faith, Hope and Charity? The greatest of these is Charity. Truth is to love; it is our best thoughts to protect us from harm, and to help us in our darkest hour. Friendship! there is nothing like true friendship that comes from the heart. If each Sister would think of her obligation and do her duty, she certainly would be entertained.

We have tried several things, or at least have talked them over, how to get the Sisters out. We find nothing that will move them, except something to eat or drink. Once in a while, when a Sister will treat the members to ice cream soda, or on a good hot day, when the sun don't even know its name, some good Sister will treat to ice cream, then we order the electric fans turned on and the ladies of Division 134 enjoy themselves. Of course, this is all for the good of the Order. On one of these sunny south, cold and wet days, we have a hot cup of coffee and sandwich, which some good Sister provides, and thinks, well, it will warm our cold hearts. So this is the way Division 134 entertains the Sisters. While we are eating and drinking we have a nice little talk on different subjects. It all comes natural. We then finish up our business and sing "God be with you till we meet again."

Well, Sisters of Division 134, (with all your faults I love you still) I must say I have surely appreciated all your kindness—the kind acts which you have done. And to the faithful few, I hope you will stand by your next president as you have stood by me. If I have done an unkind act, I pray your forgiveness, for it has been done unintentionally. I also hope that 1901 will bring greater and better work than our past year. I am glad to know that I have pleased all in the auxiliary work. I have tried to do my duty while at my station. My ritual, next to my bible—I have tried to abide by its laws and usages. Our work of the past year has been charity work, and, Sisters, let the good work go on. Of faith, hope or charity, the greatest of these is charity. Almost the day of the giving is over, ere from the grass dies the bee-haunted clover, thou wilt have vanished from friend and—from lover. What shall thy longing avail in the grave. Give! as the hand gives whose fetters are breaking. Life, love and hope; all thy dreams and thy waking; soon, heaven's river thy soul fever slaking, thou shalt know God and the gift that He gave.

Star of Utah, who shone so bright, why don't you shine, and come into sight. The loved ones who loved you are true to you still—why should you linger, and wait on the hill? There is "Dorsey," "Metcalf" and Noble, so true, who are waiting and watching ever for you. A letter in THE CONDUCTOR would make us feel right, so now, Star of Utah, I bid you goodnight. MRS. F. A. NOBLE.  
Palestine, Texas.





No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

We have been warned that we are delinquent in our duty as correspondent, and in connection with that same subject desire to offer a suggestion which might be for the betterment of the Fraternal department. I believe it is the general practice for each Division to elect a correspondent. It occurs to me that a great many of our members refrain from contributing to *THE CONDUCTOR* through a feeling that they might possibly be looked on as usurping the prerogatives of the official scribe. I believe that all who contribute to this department through motives of education or interest would do so as often without the official title, and others whose ideas might be as instructive or entertaining, who at present, through feelings of delicacy, refrain from contributing would then do so. At the risk of losing my job I recommend that no correspondents be elected hereafter. [The columns of *THE CONDUCTOR* are open to all members alike.—ED.]

There is another and much more important question which will be much harder to settle, and which, like the poor has always been with us. I desire to preface what I may say on the subject by the statement that no personal criticism is intended: my only object is looking toward a solution of the problem, which is, the relation of our organization to politics. Circumstances and conditions have for years arisen and are, if my judgment is correct, growing so formidable as to demand some kind of regulation as to what extent and under what circumstances our Order will or will not lend its influence toward politics. I firmly believe an arbitrary law on this subject is needed. And it should be on lines which will not curtail the right of the Order to use its influence as an organization for or against legislation; at the same time it must be along lines that will make it impossible to draw the whole or any part of the organization into ordinary political campaigns, or make it possible for any man or set of men to place it in a position where it can be claimed its influence is given wholly or partly to any partisan political party. On the other hand, I believe I know human nature well enough to assert that whatever future education and enlightenment may bring forth, at present it would be suicide to attempt to arbitrarily restrict the right of the individual member to follow his own personal political convictions. Nearly all men who take an active interest in affairs are

more or less partisan. Some of the best members in our Division are strong partisans in politics, both democrats and republicans. There is no question but that any good member should, and I believe will put principle above partisanship; but the great difficulty is that we do not all look at the principle from the same standpoint. I believe in maintaining legislative committees, and I know that in order to avoid unpleasant consequences or entanglements it is absolutely necessary that only men of the highest character and ability be placed thereon. I believe that a corrupt or incompetent legislative committee can do more harm in one session of a legislative body than can be undone in a lifetime. Inasmuch as the legislative committee does not exercise its legal function until the legislative body is convened, I claim that its deductions should not be injected into a campaign on the assumption that some party or person heretofore neutral should be supported or opposed. I also believe that it is not only the right but the duty of a legislative committee to fully advise the general membership on the completion of each session of the progress made and the actual cause of the success or failures they may have met. There their duty should end, for the very good reason that any member who has more regard for principle than party knows his duty and will do it. I also believe that it is just and necessary that individual members be prevented from interfering with the legal work of legislative committees. One thing we must bear in mind is that the fundamental principle on which our Order is founded and the main reason for its continual growth and influence is the fact that it was primarily intended and has demonstrated that its first and most important mission was and is mutual benefit and protection in securing better conditions for its members in their employment, and protection to themselves and their families in the event of trouble, accident or death. The political phase of the question, while important, is surely secondary, and is, or should be, only one of the means to the end outlined above, and should never be allowed to interfere with the main principle on which our Order is founded.

It should be a matter of congratulation to us to be able to point out that through the influence of our Order principles for which we contend in politics had been realized or recognized. And if the history of the past is a criterion, I want to say in

all fairness, that if we are to be generally successful in this direction we had better profit by the lessons of that same past. One of the first things we must learn in this connection is that the pre-ferment of any individual or party is but an atom compared to the recognition of the principle for which we may contend. It has been too often the case that just so soon as an individual had been put forward by the influence of the Order for the purpose of securing recognition of the principle, he seemed to become imbued with the idea that it was his personality instead of the principle which was involved. On the other hand, we have hosts of members who shout for recognition of principle so long as there is no opposition or so long as the realization corresponds with, or is identified with the interests of the political party with which they affiliate. Then again, the most numerous, and at the same time the most inconsistent, is the unthinking member, who is not only ready and willing, but anxious to involve the Order in an attempt to secure political recognition. He seems to be imbued with the idea that all that is needed is to get twenty or thirty members together, give someone an endorsement for some office or position and the individual so honored with, I suppose the assistance of providence, is bound to succeed. Of course he assumes that the political managers and the general public will cheerfully accept the word of the candidate that he can rely on the support of his associates. If he will only try the experiment I can guarantee him he will learn that if there is anywhere on earth where he will need tangible evidence of support it is there and then. The only man with which I have no patience is the one who makes no personal effort to support either principle or individual, and, at the same time, especially if a failure results, is the most noisy and unjust critic in existence.

Brothers, I am saying this from experience and knowledge that in the struggle we experienced in the last campaign, the friendship and support voluntarily tendered has only been strengthened by defeat and disappointment, while some of those from whom we had a right, as a matter of principle, to expect support which failed to materialize, are and have been criticizing our actions.

While I am on this subject I will only add that instead of asking their charity I defy them to point to a single instance in which I have compromised either them or the O. R. C. Trusting I will be pardoned for this personal allusion, which is intended only as a lesson I will return to the subject of politics and will summarize my ideas as follows:

First, the only circumstances in which we are justified in lending our influence to politics should be when the fulfilling of our object would redound to the credit and benefit of our Order; second, legislative committees, when created, should not be allowed to enter into the domain of politics beyond the actual support or opposition to legislation, and their official report as to the contributing causes of success or failure; third, no endorsement should be given a man not a member of our own or sister organization for either an elective or appointive office; fourth, when an endorsement is given it should carry with it our intuition to literally carry out its precepts. At the present moment we have in the state of New York at least five candidates

for the position of railroad commissioner, to which we hope and believe a member of our Order will be appointed. It is only fair to assume that all of the candidates are worthy, and inasmuch as the first natural vacancy does not occur for over a year it is safe to assume that there will be other worthy candidates, therefore, it behooves the railroad men of the state to formulate some equitable plan by which their influence can be used for the fulfillment of the principle that a railroad employee be placed on this commission. To a letter already too long I will add this is the season of election of officers and delegates. Bear in mind that your Order is a business institution, and that its success or retrogression depends largely on its officers; therefore, make it your business to attend the election and see to it that integrity and ability, together with availability are your first guides in the selection of your officers.

With malice toward none, and wishing all a Merry Xmas and happy and prosperous New Year.  
Buffalo, N. Y.

JOHN LUNDRIGAN.



Editor Railway Conductor:

On Sunday, Oct. 28, Division 157 had the pleasure of witnessing the work on four candidates by Grand Senior Conductor, Brother Wilkins. We had a full house, with visiting Brothers from Division 122 and the Secretary and Treasurer, Brother Laselle, of Division 403, at Bangor, Maine. After witnessing the excellent work, most of the Brothers with wives, who, I am glad to say are all members of the Auxiliary, and who were also in session in the hall under our's, as they are exceedingly smart (I am not paid for this) were all through their work much sooner than we, with the result that tables were soon spread in their hall and abundantly loaded by a well known caterer, to which some ninety or more did credit. A more disagreeable day would be hard to find, and Brothers and Sisters, you deserve credit for venturing out such a beastly day.

Can any of my readers inform me what has become of Brother C. D. Copp, late in the hen business, or, if he has returned to his farm—has he harvested his cider and hay crop yet? We miss you, Brother, come and see us. Some two weeks ago in taking an overland trip to Lawrence, I met Brothers Bancroft and Rollins coming from a cider mill with a wheelbarrow containing two ten gallon jugs, a step-ladder and several apples. Brother Bancroft told me the apples were so large they had to use a step-ladder to get on the other side of them, and that it only took four of them to make ten gallons of cider. I thought they were telling me fairy tales, but as I proceeded I came to an orchard where there were so many apples on the ground and were so big I had to walk on the stone wall in order to see over them, and I am sure I was not dreaming.

Brother Kershaw, who was so frightfully burned, I am glad to report back to duty. Brother Varney, received such a smashing up, has, through careful nursing by his good wife, Sister Varney, I am pleased to report, become able to be up and be out, and is in hopes to be able to resume his run first of year. We trust such is the case and that the good Brother will soon be with us again. Brother Beaumont has also been on the sick list with a

slight attack of gout. Sister Beaumont informs me he is on the improve, and I trust ere this has resumed his run. Brother Sheldon is doing the cities of Canada and everyone else on a two weeks' vacation. If found wandering around handle him carefully; tab him Beantown and return at our expense, for he is one of our 400 and all o. k. Our good Brother Town, who was in the cracker business, I am told has sold out to the trust, and is now in the Rockefeller-Gould-Vanderbilt class. If so the trusts certainly have helped some one. Brother Messer, old reliable, also classed as a dude train conductor, is taking a well earned vacation. He does not require any tabbing, only a little watching, as he gets quite frisky sometimes, but warranted perfectly harmless. The surprise of a life was sprung on your correspondent at Brockton cattle show, where, through the courtesy of Brothers Sanborn, Thayer, Kennard and Silsbee, I was allowed inside the fence. From there we proceeded to take in all the sights, including peanuts, balloon ascension, side show and everything else, even to pink lemonade. All went well, however, until Brother Sanborn asked Brother Silsbee to take some, and Brothers, he actually refused. Brother Sanborn commenced to cry. Kennard swallowed half a bologna sausage and Thayer had a fit and I ran all the way home. The Brother at last reports was working, but Sister Silsbee told me she would take him to St. Louis some time in December, as he had not been quite right since the cattle show. The Good Cheer Club (all members of the Auxiliary) meet at the house of Sister Smith, where I board, and completely cleaned out the winter stock of canned goods, reducing the rest of us boarders down to prunes and beans. Brother S. D. Walker, we miss you and trust you can see your way to attend Division meetings once more.

Your correspondent not being in active railroad service, it is almost impossible for me to gather news and doings which are of interest to our members, in this section especially, and although elected for life for that position, I am sure some of our many able Brothers who are in active service would give better satisfaction and a more detailed account of the movements and doings than I, and as this is probably my last letter, and as Xmas will soon be upon us, I wish you one and all God speed, a Merry Christmas and a happy New Year.

Boston, Mass.

G. E. SMITH.

Editor Railway Conductor:

It was our intention to allow some Brother an opportunity to express himself (as we were not the authorized correspondent) and so stated in our last letter, but the fact was omitted in publication. In this month's issue we were forcibly struck by a statement from Dean Richmond of Sioux City, Iowa, in which near the close of his article he tells us of the liberality of Mark Hanna, while campaigning in his section. If Brother Dean would stop to think for a moment he would realize there was "method in Mark's madness."

Our No. 78 train was wrecked on Nov. 11th near Hope Mills, N. C., by the act of an idiot in tying a spike on the rail, as he said, to see how flat the train would mash it. He had no idea it would throw the train off; he stood by to see the result,

and when he saw the engine and cars piled up, he went to his boarding house and told what he had done, then said he thought the best thing for him to do would be to drown himself and he went in the direction of the pond and has not been seen since. It is thought he acted on his suggestion which is the hope of all. As a result of his stupidity, the engine, mail, express, and baggage cars were completely wrecked, the engineer, Frank McGowan, was fatally injured; his fireman, Brockington, (colored), and one postal clerk were seriously hurt, but will recover.

The A. C. L. having now control of the C. N. & L., our trains run from Charleston to Greenville. Captains Gaillard and Tilghman and Brother Webb are on the run. From Columbia west is new territory to all, and it will be a hard local run of 250 miles. Although it runs towards the mountains it will be a hot run next summer, when the travel starts for the resorts of that section. Conductor Clemmons of the Wilmington and Florence local freight takes the run of Conductor Tilghman between Florence and Augusta. Conductor Fowler of the C. N. & L. falls heir to the run of Conductor Clemmons. This is a drop for Conductor Fowler but is necessitated by his entering a new territory, but trust it will not be long, as his genial manner will soon make him one of us, and his advent will be lost in the shuffle. The local passenger run between Florence and Charleston has been extended to Marion and it gives that flourishing town a double daily which has long been the hope of its good people and is thoroughly appreciated; it also demonstrates that the management is awake to the interest of the patrons. Brother H. A. Wells, who is so thoroughly identified with that train, will suffer inconvenience, but his sufferings have been long and many and he will submit like a martyr. His genial smile will be as of yore and the traveler will never know his woes. Brother H. B. Williford, who lost a foot in the early spring, has settled all matters satisfactorily and the adjustment has enabled him to retire from the service of the railroad and establish himself in business in Rocky Mount. We learn he is doing well and it is the sincere wish of his many friends that fortune may bless him long.

Brother John W. Cotton is in his glory on a two weeks' trip over the line with a circus. He is sometimes conductor, sometimes ring master, but ever a clown, and his diversified ability makes him a coast line monkey wrench as he fits to a nicety any position. Jovial John is a friend to everybody, and one whom everybody likes. Brother Gregson, who has been on the sick list for a week or ten days, we are glad to note is on the mend and will soon be at his post. Brother Harlow was called early one morning last month to take out a local freight, the first time in fifteen years; and to say he was fresh would be a mild expression. His first move was to run through a switch and break it, and after four hours of arduous labor he had accomplished nothing, except to deliver four bags of meal, one barrel flour, one sack of meat and break a window in the cab. He was relieved much to the gratification of all and especially the trainmaster, who told him he had cost the company about \$9.00 extra and done nothing, and if he was ever in a similar predicament he hoped he



could get another man and Brother Harlow agreed with him.

Our last meeting this month was well attended considering our limited material. We initiated two anxious aspirants, making seven Brothers that have come to our fold in the past few months. We are gratified and considerably encouraged at the success, feeling that ere many moons our membership will be materially augmented, as we have several applicants awaiting an opportunity for initiation and several transfers to be made after Jan. 1. Come to our meetings, Brothers, they are regular and instructive, will preserve your morals, save your reputations, banish "that tired feeling," ease your conscience and your wives and mothers will not be anxious in regard to your associates.

Wilmington, N. C.

LA FAYETTE.



#### Editor Railway Conductor:

Division 184 moves along about the same. Brother O. A. Layne has the deepest sympathy of all the Brothers in the loss of his wife, Brother J. H. Baker and only son, Harry, are lying at the C. & O. hospital very ill of typhoid fever. We hope they may soon be out and Jim taking his numbers as of old. Brother Joseph Durham has been sick of fever for about two months. Brothers Durham and Baker are both missed from our meetings as well as on duty and we will be glad to see them out again. Our dispatcher, Carpenter Johnson, died Nov. 1, 1900.

Instead of going back to the days of Abraham I shall give a little sermon on the future. As our life is lived so will our epitaph be written; as the good work is done so will we be remembered; so I think we will do good for generations to come by moving the headquarters of the O. R. C. to Washington. Washington our lovely city upon the Potomac has for one hundred years been our nation's capital. It is the great throbbing, tender, loving mother heart of our country from which we look for and receive all noble inspirations and aspirations towards which our hearts in fondest pride turn and surrounds with a halo—as it were. There is nothing too grand or too glorious to be achieved by Washington's great law making body. "Excelsior" is written upon their banners and justice upon their hearts. The present Federal constitution of the United States was prepared in 1789 by the wisest men of that age and their capital was held at New York City, and from thence to Philadelphia, during John Adams' administration. Washington in 1800 became our capital city, named in honor of the father of our country, the lamented George Washington. For one hundred years the retrospect is pleasing for it is obvious that as a nation we have been grandly progressive. Our splendid governmental system, our grand resources, our quick transits and double sea front place us second to none. Our power is known and felt the world over. The city of Washington is almost complete in every detail, its situation is unrivalled, its scenery picturesque; its public buildings of world wide fame; its monument towering five hundred feet into the air and many other things of historic interest too numerous and too well known for our poor pen to attempt to portray. Suffice it to say, from our standpoint, the only incompleteness lies just here. Our O. R. C. head-

quarters should be held in our own nation's great capital where progress is the watchword and governmental system is perfect. If the officials in power exercise their influence by removing us from Cedar Rapids to Washington, they will be heart to heart, hand to hand in the cause that is just. We hope to have and to hold an influence which we shall wield unflinchingly for all that is noble and true. We are already sensible of and deeply grateful for all benefits awarded us by the present officials and most earnestly desire and hope that they will take immediate steps to remove us from Cedar Rapids to Washington. The routine of our simple lives no doubt seem monotonous to many who perhaps despise constancy and toil, but we are patient in our labors, remembering that:

"There's nothing great, there's nothing wise which idle hands and mind supply. Those who all thought and toil despite mere nothing live and nothing die." We are much buoyed up by the hope of a change of headquarters. We believe in moving and moving fast, too, and with the swap, we, of course, aspire to a better condition. We are grateful for the full dinner pail already supplied but we are progressive and write "Excelsior" upon our banners also and our paramount desire is a full pocket book as well. Now we beg earnestly for a consideration of our plea, asking those in power to listen with kindness and deal with us royally, truly and expeditiously. We are a brotherhood striving daily to be faithful and ready for every duty, desisting nothing however small.

"True worth is being, not seeming, in doing each day that goes by some little good, not in dreaming of great things to do by and by; for whatever men say in their blindness and spite of the fancies of youth—there's nothing so kingly as kindness and nothing so royal as truth." P. A. MCDANIEL.

Clifton Forge, Va.



#### Editor Railway Conductor:

A lot of Sisters of Division No. 8 L. A., of Sunbury, in the train with Brothers Long and Whiteman, of Division 187 O. R. C., went to Baltimore to enjoy a good time given by the ladies of Division 81 L. A. to O. R. C., it being the 5th anniversary of Division 81. At the depot we were met by Sister Galven of Division 81 and escorted to the hall where we met several good Sisters who escorted us to a restaurant where we partook to our satisfaction of Baltimore oysters. Again at five p. m. we were led by the good Sisters of Division 81 to an upper room where we found two tables laden with the necessities of life of which, of course, we all partook. Going then to the second floor we were kindly welcomed by a delightful address by a Wooden lady and all had the pleasure of meeting a Wooden man. We hope to meet them again. Sister Wooden then introduced Brother Long of Sunbury, who delivered a very nice speech followed by Brother Geasey of the same place. We were then again led to the upper room to do our duty to the second well spread table on which we found a large cake to be chanced off. We are glad to say we had the honor of carrying off the cake. Sister Bell of Division 8 of Sunbury drew the cake, ticket 23 being the lucky number. Now in closing I can hardly express my feelings of the

kind treatment we received while in the presence of the Brothers and Sisters of Baltimore O. R. C. and L. A. to O. R. C. Sisters of Division 81, we wish you many happy days in life. Division 187 is still on the top of the pile. S. A. GEASEY.  
Sunbury, Pa.



#### Editor Railway Conductor:

The year of 1900 is passing away and with it has taken some of our Brothers. I am about to lay down the correspondent's pen, to be taken up, I hope, by some one more competent to fill that responsible place, admitting there is much to do and should be done by every correspondent of each Division for the good of the Order and our Brothers. There has been much said through THE CONDUCTOR and some good suggestions made and as a last request I will ask before I lay down my pen: What are you going to do for the old conductor? The wind and ink work has been talked up, hashed up, and warmed up, now it's time to get down to sure enough business. If you don't do something a lot of the old boys will lose all patience and go off and die, then you can throw roses after them or old boots, shoes or any old thing.

Every Brother should know my sentiments. The pension—give him roses while he is alive, that he may enjoy their fragrance at his old home. Dead conductors don't care much for "bo-kas." Live ones enjoy a square meal and a good warm suit of clothing even after they are put on the "rip track" and have bleached their whiskers to the color of the beautiful snow. Seniority and students will take care of themselves and I do hope the delegates from 406 Divisions will do something at St. Paul that will be a credit to themselves and a benefit to the old and disabled conductors.

El Capitan Division 115 is jogging along in the old way with very fair attendance, especially if there is a grievance on hand. We will have our election on December 1st and before this article is read there will be a new set of officers, including a correspondent.

I am going to say a few words for the Great Santa Fe Route because I am earning my living on that road, but don't know anything to say about the Brothers in the train service. Our superintendent of the terminal, J. W. Walker, has been very ill and is at present laying in the Lane Hospital in San Francisco under the care of Dr. Goodfellow. Last reports say he is getting better. We do hope he may soon be with us again. Warehouse foreman, J. F. Lott, is at home on the sick list and has been for two weeks but is getting along all O. K. and will be out soon, so we all hope, so say all of his men in the freight house. Chief Clerk Dunley has been looking after the work during Mr. Walker's sickness, assisted by Will O'Brien in Mr. Lott's place. Business is very good in the freight department. Wishing all a Merry Christmas and Happy New Year.

San Francisco, Cal. MILTON G. PUMPHREY.



#### Editor Railway Conductor:

The end of the year is drawing near and I believe it has been a prosperous one for the conductors as well as a pleasant one for their families. Since the organization of the Ladies' Auxiliary at this point it has been one continuous round of

pleasure for all concerned. It has brought together families who were comparatively strangers before and who are now the dearest friends, I at one time was opposed to ladies organizing but from the results obtained by Division 148 I have changed my opinions and am now a staunch advocate of the Ladies Auxiliary and hope it will continue its good work.

The receptions given at the residences of Mesdames Bates, Craig, Roberts, Smith, Martin and Fennell were something grand, and Easey is always in on these occasions and enjoys himself hugely and was called on to present to Brother Roberts the booby prize won at Sister Roberts' progressive high five social. It was an up-to-date automobile. Rob was completely prostrated at the eloquent presentation address. Tears and sighs were the order of the moment, but a moment later it was a roar of mirth that greeted the assemblage. Oh, he stood it like a major.

We still have a good Division at Colorado Springs, notwithstanding the compulsory transfer law. With all our loss by transfer we still have a good membership. I heard our Chief Conductor tell Brother Wilkins we had sixty-two members in good standing—a pretty nice Division. On the fourteenth of December we will hold our annual election of officers. Our old officers have done well in the past year; let us hope those who succeeded them will do as well. Brother Wilkins visited with us on Nov. 21st and gave some good counsel. The day was a terrible one, a regular cyclone blowing, or he would have had a much better attendance. The few that went from Colorado City had to hire a lumber wagon as a means of transportation. The trolley lines were all blown down. There have been but few changes here in the past year. The old faces are all here and we hope will continue to stay indefinitely. Mr. S. S. Morris, our old trainmaster, left here to accept a similar position on the C. & A. at Bloomington, Ill., and was succeeded by J. C. Vining formerly of the D. & R. G. We lost a good man and received a good one in return. We all have great respect for both. Brother Bert F. Ingham leaves us in a few days for sunny Mexico. Success to you, Bert, and may your light always burn brightly is the wish of your humble servant.

Brother S. D. Johnson, a former passenger conductor of the T. H. O. C. and C., R. I. & P. and a long time chairman of the R. I. board of Adjustment, has taken charge of the Elk Hotel at Colorado Springs and is prepared to cater to the wants of the public. Any member of the Order who may come this way will find Old Single Deck a jolly good fellow. He will supply the good things for our installation this year and you know it must be good if it suits us.

I will now bid farewell to the pages of THE CONDUCTOR and its readers and give way to my successor with kindest feeling toward all members of Division 244. EASY.

Colorado City, Colo.



#### Editor Railway Conductor:

Our Brother, Joe Flory, was defeated by a greatly reduced democrat majority for the governorship of the state of Missouri, but as he went up against a democrat majority of 55,000 it was not

such a defeat after all—between 20,000 and 25,000. It has probably worked out the problem how to get legislation in these states that are at present without such little things as fellow servant, spotter and black ball laws. When we went into this fight, it was not alone for the benefit of Joe, but for the railroad men in all the states where legislation was necessary. We thought we might be able to place a club in the hands of your committee that would force the politician into line. We think we have done it, and would suggest that you go right after what you want and go quick while the matter is still fresh in their minds. I want to tell the Brothers how we all stood here: Engineers, trainmen, firemen and conductors and the unorganized railroad men gave their united and loyal support to Joe. I wish to take this opportunity to thank them for their loyal support to Joe Flory and the O. R. C., and to assure them when the time comes they need not ask us for help in vain. The registration of the Joe Flory club show 3,000 signatures who pledged themselves to Joe's support; the club furnished five workers in the state and five in the city and the club distributed over 100,000 pieces of literature and maintained a noon-day wagon to work the freight houses and railroad shops, with speakers to follow up the convention candidates at the small ward meetings at night, making a personal canvass of the street car men, switchmen and trainmen, and I flatter myself that the Joe Flory club was a factor in the race. We had Brother Joe with us the last night of the campaign and escorted him and his worthy wife from the depot to the hotel and from the hotel to the hall, 400 strong, with a flambeau club and a brass band in the lead. In our small hall, which only holds 25,000 people, 20,000 people arose enmasse and for twenty minutes cheered him to the echo and defied a brass band of forty pieces to drown their enthusiasm. While we are defeated, the end is not yet, and I do hope this is an entering wedge for the political preferment of the railroad men of the United States. Brothers, of other states, see what the railroad men have done for themselves in Illinois. You can do the same if you try. Brother Harrington of Sedalia was elected over an engineer named Crouse for railroad commissioner.

Kansas City, Mo.

R. G. STONE.



#### Editor Railway Conductor:

During the year 1900 Division 175 has had an unusually large death rate among its members. We were first called upon to give up Brother L. Van Fossen, who was killed while switching in the S. P. yard at Nile, Cal., on May 24, 1900. We were next called upon to give up our worthy Brother, B. F. Denney. We were next called upon to give up our worthy and esteemed Brother, D. C. Morthland. The Great Creator next called on us to give up our worthy Brother, J. E. Finley, on Oct. 16, 1900. Through THE CONDUCTOR this Division desires to thank Dr. Rogers and Brother Binford for their kind attention and assistance to Brother Finley during his illness. We also desire to thank the members of Wingo Division No. 290 for their kind assistance in performing the last sad rites over our worthy Brother. At Obion, Tenn., some days ago, our worthy Brother, F. O. Roberts, met with a very peculiar and painful accident. He was in

charge of a freight train on the I. C.; had occasion to use a fusee in protecting his train from an approaching train. He ignited the fusee and was in the act of dropping it when it exploded with terrific force, tearing and mangling his right hand in a horrible manner. The force of the explosion was so great that some of our unfortunate Brother's fingers were picked up sixty feet from the place of accident. Brother Roberts was conveyed to the hospital at Paducah, Ky., where his right hand was amputated near the wrist. Brother Roberts stood the operation well and at last accounts was getting along splendidly. He is one of the brightest and most popular freight conductors on the Memphis division of the I. C. Ry., and we all sympathize with him in his great loss. We have lots more to write, but it's time to go out, so we will have to ring off. We hope to be able to furnish a more cheerful article next time.

Memphis, Tenn.

SAMUEL.



#### Editor Railway Conductor:

In looking over our directory in November CONDUCTOR we find that many other Divisions hold their meetings on the Sabbath as well as 301, and we feel that it is proper or we would not be blessed as we have been in the last two years. We now mark it 73 members in good standing; over four hundred dollars salted away, and our income at present \$73 per month. Four new candidates at last two meetings and more in sight. We are proud of our Division, and proud of the attendance of late, and feel confident that the latter has come to stay for the increase in new members is now composed of young runners, and some of the very best. There are those in our Division who have patiently plodded along for years, and when the clouds have been the darkest have worked the hardest, and although at times it seemed like a struggle against fate, they have faithfully stood at their post of duty, and their reward is now being reaped. It is true they have been accused of running things, but show us the Division that doesn't have such accusers, and we will call it the eighth wonder of the world. The rag chewing member who stays away from his Division and airs his grievance upon the street corner is, it seems, a necessary evil and while our obligation requires us to consider him a Brother, his conduct don't make him worthy of the name. He will have an axe to grind some day, then he will bob up serenely with a grin upon his face equal to that of Davy Crockett, and then our time will come.

We regret to hear of the serious illness of Brother J. F. Green's wife of Cochran, Indiana. Brother Ed Jackson, Jr., has been seriously ill, but is now able to go to his home in Cincinnati. Brother John Cuddahee has been crippled for many months but is now improving. C. B. Cole, formerly for many years superintendent of the O. & M. at this point, is not expected to live. His sickness again reminds us of how fast the old faces are disappearing. We meet those who are left, daily, and we often think of how time will make these wonderful changes, both in the positions of men, and in their appearance.

Bruce, you would never recognize in the new B. & O.-B. & O. S. W. reconstructed road the least resemblance to the old O. & M. when brakemen

could go over the road and never get their shoes soiled, and when all the conductor had to do was to keep the dust off his clothes. The writer has an O. & M. brake-wheel on cupola brake and an O. & M. globe in his lantern which are both sweet to gaze upon. Old relics, and a reminder of good times when we had eight-wheel engines, and from 12 to 22 loads was a train. When we could make 45 days with ease, and not feel like an old dray horse at the end of the month. In our ignorance of the future these times were blissful to us, and it was better thus. We only wonder if the limit has been reached. Should these lines meet the eyes of "Pewee" in Birmingham, he will understand that we received the sign sent us some time since for which we thank him. Would like to hear from Kernan and Fitz, also.

The current rumor is again afloat that with the completion of the revised edition of the new pike that all crews will run through Cincinnati to Shops and that Seymour will be only a flag station as it were. Several changes have been made in the official line, and more prospective. Two more of our boys were recently reinstated—one conductor and one engineman—again showing to us the great leniency shown by our officials. For five years we have enjoyed the best of business and, while hard at times, we are allowed to lay off in reason there being about sixty extra brakemen and a proportionate number of extra conductors. Before THE CONDUCTOR reaches its readers this month many of us will have held our elections and it is to be hoped that the very best material will have been selected, and especially in electing the delegate to St. Paul. The home, the surplus fund and many other things will be brought up that wise deliberations alone will master. The two first are better off as they are—left alone—and in general our laws are all right, and no better insurance exists in all the land than ours, just as it is. We are on the shady side of life, but as long as we are spared our faculties and the use of our limbs we will pay our assessments if we have to miss two squares a day.

Seymour, Ind.

C. W. M.



#### Editor Railway Conductor:

When THE CONDUCTOR arrives at our homes the first thing is to look for the letters of this, our Division correspondent, which is quite natural. The membership of Division 122 is progressing nicely and we keep adding new members all the time. I am sorry to say that Brother Stewart is still confined to the Massachusetts hospital. We have five Brothers on the sick list but they will all be at our next meeting and get a glad hand shake from the Brothers. As for poor Brother Belcher, I presume he will never be able to attend again. He is an invalid and would be glad to have the boys call and see him. It puts new life into him to have the Brothers call.

The committee on entertainment are making arrangements for a grand good time to be held at the public installation the last Sunday in December. A banquet from 3 to 6 will be served and at which there will be some able talent. It will pay the Brothers to attend with their wives or best girl and have a grand good time. It will be the 16th anniversary of Division 122. The Brothers are doing their best to make it a grand success. I see

Brother Cayne has deferred matrimony this winter. He is attending law school at the Y. M. C. A. and expects to have his diploma in about two years from now so we will be all right for advice in matters pertaining to law. Brother Ambrose has been confined to his house for some six weeks of typhoid fever but expects to be with us again in a few days.

I observed quite a number of the boys at Lawley at the launching of the torpedo boat Blakely and as it was a dry affair they quietly took a drink of nice fresh water and passed out through the gates and departed. It was pleasant to see Brother Baynton at our last meeting, even if he don't come but once a year. Brother Dunbar has got out after his illness and attended our last meeting and the Brothers were glad to see him. Brother McIssaces has socialist ideas executed in the last campaign and I coincide with him myself in a great many things. They are all right. I would like to suggest that it is good policy to elect officers in a Division who will attend meetings if you want to make a good impression. It is tiresome to go into a Division and get ready to do business and have to appoint four or five officers pro tem. There is not that spirit that would be if the regular officers attend. Brother Smith had to forfeit his bond to Brother Harrington for not moving that building. He had to take up campaign work for Alderman Adams and his untiring work had good effect. He is a hustler and is not backward at anything he undertakes.

I notice in THE CONDUCTOR that every now and then some Brother writes an article in regard to ownership of railroads by the government. I don't want to see it and don't believe in it. If they were controlled by the government and a person should get "done" for anything he could not follow his profession in China at this stage of the game. Politics are corrupt enough now without railroads being put in their hands. I believe in letting well enough alone.

AUTOMOBILE.

Boston, Mass.



#### Editor Railway Conductor:

I have gotten myself into trouble by having too much to say, but such things will sometimes happen. Now what I mean by getting into trouble is, that I was appointed, at our last meeting, to fill the position of correspondent from Division 170 to THE CONDUCTOR for the year 1900, which is fast drawing to a close. As the term is short I will try and perform this duty. When I say a duty I mean that when a Brother is appointed or elected to fill a position he should either decline or fulfill the duties of the office. Now, Brother Editor, it has been a long time since you heard from Division 170, although at one time there was not an issue of THE CONDUCTOR that there was not some useful information and wise suggestions from the pen of our correspondent, but for some unaccountable reason this office has not been filled for two terms and we would have finished another year without being heard from had it not been for the ever-thoughtful Brother Mason, who is always looking for something that will advance the interests of the Division and our noble Order in general. Advance is the word used by the members of No. 170, as she is stronger in membership and finance than

since her organization. We have at the present writing a membership of 126 and very little material to draw from, but just as soon as a conductor is eligible he is knocking at our door for admission, which in my mind speaks well for our Division. The financial condition of our Division never was better, as we have been blessed with a corps of good and efficient officers.

Now, Brothers, the time is drawing near for our annual election, and we should be careful and look around our Division rooms and select from our number the best members. What I mean by our best members are those who have been regular in attendance at our meetings, and when elected to office will perform the duties of such office in every particular, especially that part of memorizing our ritual, as to my mind the impression made on the mind of the candidate by the officers without the use of the ritual will be everlasting. Also such officers are not only a credit to the Brothers of the Division, but to all others with whom they may come in contact. This also being the year for the selection of our delegate to the Grand Division, which meets in 1901, we should cast aside all feeling, if any exists, and select one who is not afraid to express the sentiments of the Division he represents, as there will be a number of important questions to come before the Grand Division. So Brothers, look out for the delegate of Division 170. I think you have heard from him before.

Finding I was too late for the November issue of THE CONDUCTOR I held over until this month, and in so doing I have the pleasure of mentioning our visit to Division 224 on Sunday, Nov. 4. After transacting our regular business in the morning at a special meeting, we started for Division 224 intending to take them by surprise, but as usual some officious Brother acted the part of tell-tale and you can imagine our surprise when we alighted from the train to meet Brother Baldwin, who was waiting to take us over to dinner, but we knocked the wind out of him when we told him we dined before we left Philadelphia. Now Brothers, to show you how much good these visitations do: In the first place, when we arrived at Broad Street Station we ran into a Brother who had not attended a Division meeting for two years, but when he saw us and heard where we were going, he joined in and after the meeting he said he never enjoyed himself more than at this meeting and will in the future try and attend all meetings he can get to. Well, it was one of the most interesting meetings I have ever attended, both from a business and instructive point. Now I do wish some of the Brothers who do not attend their own Division meetings could have been there and heard the remarks made by Brother Sweeney, C. C., Brother Layfield, S. and T., Brother Eason, J. C., also Brothers Parker, Wyman, Baldwin, Jones and others of Division 224, and Brothers L. E. Sheppard, Keely, Dugan, Clark, Slocum, Connell, Brennan and others of Division 170. I am sure they would be regular attendants at all meetings. Brothers, I will here make a personal remark, and that is, that every Division has a Brother who is looked upon as their orator and Division 224 has hers in Brother Parker, as his remarks for the good of the Order were far above

the average. There were two initiations in which the candidates were put through in first class style and the newly made members were so impressed with the ceremony, the large circle of Brothers who surrounded them and the lessons taught there that I am sure when in their power to attend the meetings you will find them there. After the meeting we sat down to a supper which provided all the delicacies of the season, but from the appearance of the tables after all hands were through it was plainly evident that the Brothers enjoyed the repast as well as they did the meeting. After a general exchange of greetings and shaking of hands we left for home, arriving at 8:00 p. m., all the Brothers of Division 170 speaking in the highest terms of their trip.

Camden, N. J.

J. A. C.

#### Editor Railway Conductor:

Division 38 is closing a most prosperous year, both in increase of membership and in treasury funds. We have reason to feel thankful that no disasters have befallen us as was the case last year in the death of a number of members. But little sickness has been inflicted, and Brother Francis, who was mentioned in our last letter, has quite recovered. Brother Edwards, however, has been confined to his bed for some time by a stubborn complaint, which we hope he may soon overcome.

During the warm summer months we did not abandon a meeting, but on the other hand, we found matters of sufficient interest, which warmed our zealously to a similar degree with that of the weather. The subject of parliamentary practice was introduced and carefully dissected in such a way as to at once interest all the members, who had up to that time imagined that it contained but little of interest to any one. We learned, however, that meetings conducted according to parliamentary forms not only introduce a spice upon these occasions, but they lend a confidence to its members, who feel that they are proceeding upon certain rights and forms which have been established for the good government of assemblies of deliberation.

Our officers have been very zealous in their attendance, the C. C. and Secretary having registered at every meeting, and the other officers bear a commendable record for good attendance as well. We are now desirous of electing a representative of the best material we have, who shall be able to maintain our prestige before the Grand Division at St. Paul. We are therefore casting about for such timber, and hope to place a good man on the floor of the next Grand Division. We piloted a pilgrim through the dangers and cautions incident to a safe arrival at his final destination on last meeting, which was executed in a most commendable way, and which left an impression not only in the candidate's mind, but was felt by every member present, Associate Editor, Brother Anderson, exemplifying the Chief's work in his forceful, characteristic way that at once carries one into a feeling of reality. This revives a most important thought, which ought to have the consideration of our members and which we find well exemplified in the text, "Be ye warmed and filled, notwithstanding we give him not those things that

are needful to the body, what does it profit?" We believe that in our ceremonies we lay the foundation of the conductor's loyalty to the Order; if it be impressive and exemplified and so spoken as to reach the recesses of the heart and cause that responsive thrill that makes him appreciate the earnestness of the degrees conferred, we may look for an exercise of that determination calculated to hold up the principles of our noble Order; but, if, like the text, we palaver a few lines over him and fail to impress him with the solemnity of the scenes he is called to witness, we might as well say in the beginning, "You're it," sign the by-laws and take a seat.

A. DAYTON.

Cedar Rapids, Ia.

Editor Railway Conductor:

Division 402 is getting along nicely at present. The W. & L. E. is doing a good business at this writing, and the boys are making hay while the sun shines. We had a visit from our G. J. C., Brother Corbett; he gave us a good idea how rail-roading is in different parts of the country. We find that the W. & L. E. is not the only road pulling large tonnage trains and double heading. There have been a good many Brothers dismissed here lately and some of them for very small causes, but I don't think the management has anything against organizations. Seniority seems to satisfy some, while it doesn't others. Brother Moore has just taken the Navarre passenger run away from Brother Myers, who will go on the rounds on the west end. Although Brother Myers loses a good run it will not be a great loss to him as he has never taken the trouble to get a blue suit. Some Brothers didn't get any turkey Thanksgiving, but they will probably make up for it Christmas or New Years. We will soon have some new members. There are several conductors here that should be making their appearance, and I think they are getting ready now. I think we will be represented at the next convention by a wide-awake delegate, and although he is not in active service now, he is no back number.

ADAM GOODSELL.

Massillon, O.

Editor Railway Conductor:

I notice for the first time since Division 402 opened we were represented in our October CONDUCTOR by Simmy Dorman with a few lines of good advice to our members. Division 402 is very prosperous for its age, with everything working in our favor and very smoothly. One bad fault some of our members have is not attending meetings. If all the Brothers that are in on meeting nights would attend, such business of importance, which should be transacted, would be heard by all and avoid any unnecessary wrangle to arise in future, though not being in close touch with business of the Division. We should all take as much interest as possible to make our Division a grand success in every respect. The only way to accomplish this is by prompt attendance at all meetings. If you meet a Brother on the street the next day after meeting who did not attend Division, he will tell you all about his tough trip and have all kinds of excuses to make. This is very true, we have some tough trips, but we should divide some of our time with the best interests of our Division. Our

meeting of November 5 was one of the largest in attendance since Division 402 organized. Such meetings give encouragement to all and is evidence that to give the boys a little touching brings good results. I hope these largely attended meetings will continue, as we have some good work which must be given finishing touches before this year ends.

Our Chief Conductor, Brother H. C. Myers, and Assistant Chief, Brother Charles Stocker, have gone on a hunting tour and expect to bag all kinds of game. We have chartered a special car to transport what game Brothers Myers and Stocker round up, and from their success as hunters we are to have a grand feast on their return home, on conditions that they don't make a mistake and kill some poor farmer's horse for a bear and get mixed up with the law. We have some very lively members in Brothers R. Albaugh, E. Krause and A. McMichal. When they start there is no stop to them until they have completed their part.

Massillon, O.

COUSIN.

Editor Railway Conductor:

Crescent City Division No. 106 has completed all arrangements to run a special train, consisting of baggage car, dining car and four Pullman sleepers for the benefit of delegates, members of the Order and their families and members of the Ladies Auxiliary to the Order of Railway Conductors, who wish to attend the next Grand Division to be held at St. Paul, Minn., in May, 1901. This train will leave New Orleans, La., in time to arrive at St. Paul, Minn., for the opening of the Grand Division and remain at St. Paul until the Grand Division adjourns, when the train will leave St. Paul for Vancouver, British Columbia, Spokane, Washington, Salt Lake City, Utah, Colorado Springs, Colorado, El Paso, Texas, City of Mexico, Mexico, returning via Eagle Pass route to New Orleans, La., and will stop over at all points of interest. This trip will be one of the most delightful tours ever taken by anyone, going over the most scenic lines in the world, taking in the finest, as well as the most interesting, country in the United States, Canada and Mexico, and will consume about 29 days from leaving until returning to New Orleans.

We intend to make this trip one of pleasure and comfort, allowing only two to a section, so as not to crowd our cars. The rates for this trip, which includes meals and berth, from leaving until returning to New Orleans, will be, for each person, \$75.00; for children between the ages of 6 and 12, \$37.50, two to a berth!

New Orleans, La.

T. J. JEWETT.

Editor Railway Conductor:

Fearful that the close of the present year may work a discontinuance of our office as correspondent for Division 139, and that we might be denounced as unworthy for the place, we shall utilize the space for the remaining month which we hope yet remains for us. The real reason for the lack of interest on our part is the fact that nobody seemed to take any note of our proposition to limit letters to 600 words, which plan we submitted some months since. In fact about the second month thereafter our letter was crowded out by



those long-winded Brothers who have probably been too busy with political discussions to write just now.

Right here let us say, in defense of our most able editor, that he is entirely blameless in the matter, and just as long as members of the Order continue to air their purely personal ideas with such abnormally elongated communications as he has been forced to enroll in the Fraternal department, such an undesirable state of conditions will exist.

Well we must hasten along and tell you that Division 139 is better financially and fraternally than for years. In fact it has been doing extremely well financially since giving the first annual outing in 1885, and has been doing well fraternally since receiving so much encouragement from the Grand Officers of our Order and since the Grand Division has recognized the necessity of a Grand Officer from our section and have given us that most zealous and true O. R. C. member, Brother Corbett, as Grand Junior Conductor. We are for the "administration" again, first, last and all the time. It is pretty well settled that Brother R. B. Ragsdale, our present Chief, will be re-elected, also our present S. and T., Brother J. W. Beathord, will, in all probability, be re-elected. They have both made faithful and efficient officers. If our plans do not fail we will, by the first of the new year, be in a new hall known as the O. R. C. Hall.

We are sorry to note that Brothers W. Harvey Williams and Nick L. Davis are very sick. We hope they will soon be able to attend Division meetings. Brother W. J. Taylor, one of our oldest and best members, is not working now; he seems very much indisposed and probably wants a good rest from the perplexities of a passenger train. Brother John Moore, at the age of seventy-three, attends Division meeting every two weeks and takes a hand with the keenest interest. He runs a night mixed train between Knoxville and Bristol, a distance of 131 miles, every night in the week and seldom ever stops off for anything. Brothers C. A. Spitzer and J. J. Winfrey have each taken unto himself a wife. May their lives be fraught with choicest pleasures. Brothers Frank Hope and Joe Strange are next out and the caller is close after them. The great "battle of ballots" is finished. Let us hope that prosperity will still abide.

Knoxville, Tenn.

"DUPLEX."

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Editor Railway Conductor:

We have read very carefully the Fraternal for November. Brother Corbett has been this way and given us some light on the affairs of the Order in general. The Wilkesbarre circular has been read. From the pens of our correspondents during the past two years, we are brought face to face with facts and conditions which we as an Order have got to handle carefully, both by legislation and execution of laws and policies made manifest by that legislation. As this letter may be read by some of our membership who may not give these subjects much thought and consideration, we trust it will open their eyes upon some subjects, so that when the approaching election occurs in their Division they may vote for men who will serve their every interest the best. The coming session of the Grand Division, so far as legislation is con-

cerned, we consider to be a prominent one, as it concerns the future welfare of the organization. There are subjects to come before it that must be handled very judiciously. Facts and conditions must be considered and legislation effected that will result in the greatest good to the greatest number. In the election of officers of local Divisions, it is the duty of every member in good standing to be present and cast his vote for such men as he thinks can best serve. It is optional with each Division to elect whom they please of their own members to fill any office, and it makes no difference whether he be in active service or not. To choose whom they please is their inherent right and the other Divisions cannot question their action. In the past some of our correspondents have suggested who should be elected delegates to the Grand Division, such as active members, passenger conductors, etc., which is wrong, because when you have initiated a man he is entitled to all the rights that are common to his Brothers. That matter pertains to the local Division only. Whether you instruct him or not, that is your own business. As far as policy of the Order is concerned and the spirit of a law which affects the members in general, we believe in instructing. As to minor matters and acting, as it were, as a jurymen, the delegate should be allowed to use his own judgment. As one of the past "balance wheels" who helped to build up the Order, I would say that in the 80's the sole object of the Order existed under but two heads—Insurance and Employment. Account of a different condition of affairs in 1890 we added, or rather, freed our members so as to provide for protection. To any Brother who will read carefully the proceedings of the sessions of the Grand Division for the 90's or the past ten years, he will see the position we, as an organization, take and what we offer as an inducement for a conductor to join us. We offer, first, insurance at cost to provide for him maimed, or his dear ones, he being no more; second, in employment, to assist him to the best wages, shortest hours and most pleasant conditions; third, protection in the enjoyment of the first and second. As to other things, we leave him to his own individuality and citizenship so long as they are not opposed to the tenets of our Order. As to legislation on our insurance, an amendment to the Reserve Fund making it just and equitable to all, will undoubtedly be presented by Brother Ingram of the insurance committee. There will also be a measure introduced, (copied from another fraternal insurance), to pay a totally disabled member his insurance by installments, say \$100 the first three or six months and \$200 the next three or six months and so on until he is paid in full. The feature of such a law is that the fraudulent one could not "do us" for any great amount, as in the case Brother T. C. Jones, of Canada, carried through the Grand Division. Upon such laws it is well to instruct the delegate in reference to, as he may not be a member of the Insurance Department, and still his Division, almost to a man, directly interested. The responsibility of the insurance laws must rest upon the individual membership, should the delegate be instructed, and not upon the administration. Legislation affecting employment will be one of the knotty problems to

solve. If Brother Scates, who shifts his home at the rate of 2,000 miles per month, voices the sentiment of any great number of our members, the subject of seniority will have to be trotted a heat or two. The last race was a dead heat—the committees disagreeing. Like Brother Welch, I fail to see any reason why we should ask any other organization if we can do away with seniority. That has been tried and, like general federation, it was a failure. What is the matter with the O. R. C. coming out squarely either for or against it? Give us the vote at St. Paul and let us know what the majority say, then we will be in a position to consider the subject intelligently. Let us have the vote even if every Division in the Order has to instruct her delegate. There is no entangling alliance that binds us now. As an Order are we in favor of seniority or are we not? We want to know whether the responsibility of it rests upon the individual membership or upon the administration. If the Grand Division votes in favor of seniority, then it will be necessary to adopt Brother Osborne's idea of a home and found some mercantile establishment that will furnish employment for our Brothers who have "lost out." Then remove the law prohibiting our members engaging in the sale of intoxicating liquors, which the laws of this country say is a legal legitimate business. Seniority will not permit our Brothers who "lose out" to follow their profession as conductor, and the poor fellow will have to go to Brother Osborne's home or seek some other line of business or else drop out of the Order. Ten years more you will see a greater surplus of experienced railroad men on the market than you have today. If you adopt seniority you might just as well take the whole protective fund and use it as Brother Osborne suggests, as you would not find it adequate to meet the issue, and the members would withdraw from the Order like sheep jumping a rail fence, should they be assessed very heavy. There is an element in the B. of R. T. which thinks there should be but one organization of trainmen and that the B. of R. T. You will observe how they cling to the conductors who belong to them. Even Geo. Howard, in the days of the B. of R. C., could not get them to withdraw from the Trainmen and join his brotherhood. He told me once that Old Baldy, (referring to Mr. Wilkinson, the then Grand Master of the Trainmen), knew very well what he was about and on which side his bread was buttered. He knew that the conductor element were good pay and as long as he was their salaried officer, that if he retained the Conductors in the Trainmen he would be sure of his salary. If Seniority be adopted by the Order, how easy it will be for the B. of R. T. to assimilate the O. R. C. As Brother Scates says, have three degrees and one order of trainmen, or five degrees and provide for the engineers and firemen; but let me tell you, Mr. Engineers will not have it. Will the conductors? I believe Brother Scates is right in reference to age limit and physical examination and that the railway orders can pull these thorns from our sides. I believe it to be the duty of the administrations of the several Orders to get together and do this. Such questions properly belong to their offices. Does not the U. S. expect her administration to solve problems that are con-

tinually arising in her intercourse with other nations, and does not the different departments carry on negotiations which result in either treaties of peace or war? Treaties are ratified by the representatives of the people; war is declared by congress alone. Could not our administration do similarly and let the Grand Division ratify or reverse? [If the Grand Division is the congress, what right has the cabinet (O. R. C. administration) to adopt aggressive measures?—ED.] The administration is up for re-election at each session and the fact of re-election is an approval of the policies of the administration. If our administrations are brave, fearless and true to the common people, they have nothing to fear. The statistics Brother Scates asks for would surely be interesting and of value. We could then compare each year's work. We would be able to know what results each and every administration produces. Let us have these statistics and the bureau of employment. It would help to build up the Order. The element "some join the B. of R. T. to eat and the O. R. C. to ride," are parasites and they are the disloyal members whom we all despise. They are frauds. If we have a statistician we hope he will have a list of them, as they cause more discord than we desire.

Brother Scates, allow me to ask you one question and your answer may be the means of producing a remedy: You say, "The O. R. C. is growing reticent to its interest and not moving forward as it should." Whom do you hold responsible? The administration or the individual members? You are probably aware that many of our members claim that the reticent or taciturn disposition of our Chief is one of his strong qualifications for the Executive head of our Order. Brother "Mox," your sermon on envy is well worthy of perusal. Would that we had more optimists like you. Brother L. E. J., of Toledo, referring to Brother Geo. W. Huntley's letter where he advocates a curtailing in the membership of the Grand Division, wishes to add another step which has many commendable features. Brother Huntley's idea I do not favor at all. Brother Huntley, you know very well that back in the 80's when we sat in Grand Division together there were rings and you can plainly see they still exist. Can you be true to your common people and favor rings or advocate a measure which would make a ring that would be a corker? Seniority is the paramount issue. The third tenet of our Order—the youngest—the one we have nurtured and experimented with the past ten years and under but one administration, is protection. Brother Osborn, in his letter says: "An army of weary hearted, sick conductors would thank God for an opportunity to again support their loved ones and would accept a position at reduced pay because you, my Brother, neglected to furnish or provide employment or protection." Because of this neglect he suggests "to build up an industry" as a remedy. The policy of the Order for the past ten years has been on a line of protection. The vote of a constituted majority at Rochester in 1890 spoke protection. The vote for general federation spoke protection. Every vote taken since where the issue of protection was manifest has been for protection. General federation has been declared a failure.

Brother Osborn pictures a Coxey's army. Will

they move on St. Paul? For this failure and this army somebody is responsible and it lies between two bodies, either the law making body or the administration which has been handling the Order for the past ten years. The remedy lies inherent in the Grand Division. This subject cannot be referred to any committee to smother. Brother Corbett related a situation on a line of railway that ought to set the minds of every Division to work that will result in affording that protection that is due every loyal member of the Order and the Order itself. He says this road has adopted a policy of letting go all employees who belong to any of the organizations of railway employees. That they are hiring firemen from off the double track roads of the East who are incompetent to pull a train successfully over this single track road. A man from off this road who is a member of one of the organizations today corroborated to me every word Brother Corbett said. He reports 31 wrecks: three B, of R. T. and one B. of L. F. men killed. He said he knew of no conductors killed or maimed. I asked him and Brother Corbett if any of the Grand Officers of any of the Orders were on the ground to offer protection and he said no. Brothers, you can draw your own picture of what state of affairs exist. It must be very unpleasant to run a train there and if these men are being let go how will it affect the Order? Seniority will keep them on the hog for a good long while and at the same time what a grand argument for Brother Osborn's home and industrial plant, and what a burden for the rest of us to carry. Our Order is in the same position as the brakemen, firemen and engineers. All of them have a strong protective fund laying idle and members needing the necessary protection. What holds back this protection, the laws of the organizations or the indifferent disposition of the administrations? Brother Ingram will say you bet Old England will protect her subjects wherever the sun or moon shines. Ought we not to expect it of the administrations of our railroad Orders? What is a protective fund for, if not to protect our Order wherever assailed. Whenever the management of a road discharges our members on account of their affiliation with our Order, or their being the representatives of our Order they declare war upon us. As a parallel: Congress declares war or another nation declares war upon us; the president can command the resources provided for to protect our interests. What is there to prevent the heads of the different railway employees' organizations acting as allies and protect every individual interest assailed? There is an individual member of one of the brotherhoods who is doing more protection than anyone. He is at the coroners' inquests over the remains of his fellow Brothers securing evidence which will make it expensive for the road before the courts of Illinois. That man is a true, loyal protectionist. He is not a banner bearer to carry the flag in the ranks but a general who takes the sword in hand and goes forth to battle for the right in a manly and an American way. If our laws do not admit of this protection we should change them until they do. If it is indifference on the part of the executives, then change them. Boys, the old "balance wheels" have their eyes on the "Alton." In reference to the Wilkesbarre circular, we do not

approve of it. We were a member of the Grand Division when the salaries were made. We advocated \$5,000 a year and expense account for our Grand Chief Conductor. Mr. C. S. Wheaton was the incumbent and drew that salary. He was an exponent of the then policy of the Order, insurance and employment. At Rochester we made the policy of the Order, insurance, employment and protection, and any Brother who was there remembers the stand I took there. When I was asked by a certain Brother who made the race to be Mr. Wheaton's successor, a man who belongs to the Order for revenue only, if it would not help him to advocate a reduction of the salary of the G. C. C., I said no, \$5,000 is right, but we want a \$5,000 man. He got left. Now, Wilkesbarre, am I right or wrong? We want a \$5,000 man—without casting any personal reflections—whether we have that man is for the membership to decide. If you oppose him, do it manfully and not by any underhanded means, like cutting the salary of the head of as good an organization as we have helped to build. MURAT.

Covington, Ky.

Editor Railway Conductor:

Ye scribe realizing the fact that an opportunity lost is lost forever, believes that we should exercise due vigilance along this line. I believe that some men never look for opportunities. Some men seem to be satisfied in helping themselves, while others are ever on the alert for some opportunity to help someone else. Now, I think that of all miserable men it is the man who can only find time to help himself, (not even his own Division, or, in a broader sense, the O. R. C.) If there is any one thing that we, as an organization, had ought to feel proud of and exercise every opportunity to do everything that lays in our power to help along, it is the Order of Railway Conductors. The Order is the best earthly friend we have. I have been in train service since 1876, and when I commenced braking on the point on the old Milwaukee, Lake Shore & Western I worked for \$40.00 a month, while the hind man received \$45.00. I don't know what this extra \$5.00 was for, unless it was because he cleaned the lamps, or was supposed to be the first lieutenant and your humble servant the hired man, but there was one thing that I did notice, and that was that when we had swung into port after putting in not less than 18 to 20 hours per day and lifting 300 pound fish boxes, ye scribe wondered if this was the sunny side of the life of a railroad man, and if so, what in the world was Old Abe's emancipation proclamation for. If ever there were black slaves emancipated they forgot all about the white ones. Brakemen on that same run today are drawing \$2.25 a hundred and three men at that. Hurrah for the O. R. C.! Boys, swing into line! Put your shoulder to the wheel and help the good work along. An incident came under your scribe's notice a short time ago, where an employee was discharged who did not belong to the Order, and when speaking to one of the officials in regard to putting him back to work again the answer was, "what is the matter with you fellows? He don't belong to any of the orders. He has no come back." They will always find the block turned the wrong way on caboose 50,

and don't you forget it. I believe that the O. R. C. has made the conductor what he is today, a power to be felt in the land. Now, what we want is a plumb out of the legislative pie; for the O. R. C. sun is not setting, but just coming up in all its brightness. So don't forget the best friend you have; and show by your coming to the Division meetings that you can appreciate a good thing.

Our business has about got down to a solid winter basis, and the weather man up at Medicine Hat has sent us down a taste of old King Blizzard and the white mantle is being thrown around promiscuously. Ye scribe can just imagine that he hears old White Jack saying, hurry up mother and resurrect the old coonskin, for they will want the old boring machine (Rotary) by morning. But we hope not.

A. F. WARD.

Chadron, Neb.

Editor Railway Conductor:

Appended find statement of receipts received at the Home from all sources during the month of November, 1900:

## O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
39	\$15 00	191	\$12 00
95	12 00	306	4 00
110	5 00	360	6 00
119	12 00	372	2 00
162	12 00		
Total			\$80 00

## L. A. TO O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
11	\$ 5 00	129	\$10 75
54	5 00	137	7 00
88	5 00		
Total			\$32 75

## SUMMARY.

B. L. E. Divisions	45 13
G. I. A to B. L. E. Divisions	12 00
B. L. F. Lodges	14 50
L. S. to B. L. F.	2 50
B. R. T. Lodges	61 57
L. A. to B. R. T.	105 50

## MISCELLANEOUS.

L. S. Coffin, per error	\$10 00
Grand Divisions B. L. E. error	9 00
Grand total	\$372 95

## CONTRIBUTIONS.

By L. A. to O. R. C. Division 137 and friends, 5 pair pillow slips, 1 comfortable, 1 quilt, 7 pair socks, 12 handkerchiefs, 4 cakes toilet soap, 4 skeins silk and 1 Roman marked linen.

By D. H. Holmes of the Highland Park bank, 5 large fat turkeys for Thanksgiving. The boys were gobbling for a week.

NOTICE.—In sending remittances to the Home, please give number of Division or Lodge and the Order you belong to. I have received drafts enclosed in envelopes with nothing else to show me where to give credit, not knowing what society it came from. Respectfully submitted.

MRS. T. B. WATSON.

S. and T. R. R. Men's Home.

Highland Park, Ill.

Editor Railway Conductor:

I notice that some of the Division correspondents are lining up for the St. Paul convention. Well, Brother Editor, it is a good idea and I believe a great help for the Grand Officers to appreciate the wants of the members before the convention meets. At the same time it gives the several delegates a knowledge that they could not obtain in

any other way. It is through the columns of THE CONDUCTOR that we can reach the popular feelings of the O. R. C. Division 124 wants no change in our insurance laws. We think the student question ought to be settled by having him work under instructions a certain time, to be determined by our next convention, before he is entrusted to do duties as a brakeman, then if he is condemned by one conductor he should be given his time check. We believe that the Grand Division should appoint a committee to confer with the General Managers' association to have standard time card rules amended so not to have the standard rules construed as they are at present. When the directors of a railroad make a change in management the new man looks the rules over like a minister looks over the bible, and says, that won't work and he dissects every rule in the time card. Now this kind of work should be stopped as it confuses the men and creates mistakes. No standard rule should be changed without the consent of the General Managers' Association. There are so many changes of management of railroads now that the railroad directors should be compelled to have the presidents and managers adopt this rule or some rigid, iron clad rule that could not be broken by the whim of a manager or superintendent. When something is done in this line you will see fewer experienced railroad men looking for work. It looks to me that it would go far toward putting a stop to this false cry of those would-be reformers of government ownership of railroads. Some of our labor reformers have more kicks coming than there are hairs on a cat's tail. We want the general managers to state what is capital crime of offense. We want the general managers to adopt a rule to have the high and low cars switched together on all through freight trains as it would be a safer way to handle freight trains, and that more oil be used on cars, thereby reducing heated journals. We believe every Division ought to work with the several state legislative law makers to make a law making it unlawful to examine a man for train service for anything else than hearing and seeing, and that his age of usefulness shall not be less than 62 years, the same as our army rules of retirement. We want all delegates to St. Paul convention to understand that they must attend to business before pleasure. We want all Divisions to instruct their delegates that they are the servant of the O. R. C. and not a dictator. We will close our wants by wishing we will have an O. R. C. Division at Evanston before Christmas and wishing all Divisions and members a Merry Christmas and a Happy and Prosperous New Year.

Evanston, Wyo.

J. DWYER.

Editor Railway Conductor:

With the factories running full time all over the country we all know means that the railroad companies cannot get empties enough to load to get the freight over the lines. It is not now as I have seen it a few years ago when the sidings were blocked with empties from one end of the line to the other, having no use for them. How gratifying it should be to all labor organizations to know that the country is in so prosperous a condition! It is to be earnestly hoped that it will continue for all

time. Do not understand that I am writing a political letter, for I am not.

We had a visit from Brothers W. T. Francis, chairman, and C. F. Graham, secretary and treasurer of the legislative committee of Ohio, which was organized at Columbus, Ohio, July 15. The committee could not have placed better men to handle its business than Brothers Francis and Graham. They are alive to the needs and wants of the boys in the way of legislation as any one can be, and it is to be earnestly hoped that the seeds they are sowing will bring forth good fruit. Yet I have my fears. It seems that the rank and file of the railroad men in the state of Ohio are not up-to-date from a political standpoint. They are not in line. They are not organized and it seems impossible to get them organized. For illustration take Hamilton county, including Cincinnati; after all the railroad organizations endorsing a railroad man for the legislature last fall did not elect him. Not but what they could have done so easily, but they didn't and why? Simply because they did not cast aside party affiliations as they promised, and vote for their man. I know of quite a number who did not even register, much less take interest enough to vote. See what Milwaukee has done for a Brother conductor. Brother Jardeau is Inspector General of the Treasury Department of the United States. See what Detroit, Mich., has done for a railroad man—Brother Madden is Third Assistant Postmaster General. And, by the way, it was our good fortune to meet him in our city the other day. Brother Jardeau comes to see us quite often and always comes to Division meetings.

Now, my Brother railroad men of Ohio, get together—get in line! Send men of our own craft to the halls of congress; to the senate; to the state legislature. You can do it, for you have the material and the votes, and ere long you will realize that which you so sorely stand in need of. I sincerely hope that the next Grand Division will strike out and bury into oblivion that part of Section 43 of the Statutes which gives to a Division the power to keep one out of the Order for all time after expelling him. I have always thought the fundamental principle of the O. R. C. was charity. If anyone can show me any charity in that part of Sec. 43, to which I refer, I will thank him most kindly. Wipe it off the books! I know of a case right here in Ohio where a Division held as good a man as ever pulled a bell cord or signed an order, out of the Order for over fifteen years (I can prove just what I say) and he would be out yet if the Division to which he belongs had not appointed a committee to visit the Division that was holding him out and investigate the case. They dared not let it go that far, for too well did they know that their case would not hold water. The case will be thoroughly aired at the next Grand Division at St. Paul, whether I am there or not. In conclusion, Brother Editor, I wish to say to you that we are rid of the member who wrote the "anonymous" letter, which means one without a name.

Cincinnati, O.

W. A. Fox.



Editor Railway Conductor:

One cannot fail in passing over the country to notice the prospective and many permanent improvements. Old manufacturing establishments

are being remodeled and enlarged, new and larger ones being built, granaries going up and old mansions being treated to a new coat of paint and farms improved; in fact, most everything but cigars. If they get any better I can't tell it.

On the 27th ult. our dreams became a reality, and amid the profusion of beautiful flowers and strains of sweet music in the presence of relatives and friends at 181 Mills street, our best trusted friends, Miss Sallie Ward and Mr. H. P. Suddeth, both of this city, were united in the holy bonds of matrimony. The bride is a striking and handsome young woman of culture. The groom, Mr. Suddeth is a young man of sterling worth and fine qualities, and is all that is upright and good. That he is worthy of his good fortune is the high praise that is his. The presents were exquisite and in great numbers. Mr. and Mrs. Suddeth left on the 11 o'clock train for a trip east.

We had not recovered from the great shock that we received from the Camp Creek disaster, which made such an inroad into the ranks of our Brother conductors, until we received another similar shock when Brother R. M. Latimer was murdered. Brother Latimer was in charge of his regular train, which ran between Brunswick and Jesup, and on his home trip, when within two miles of his loved ones, and no doubt thinking of them, he stepped to the front platform of a combination car to eject a negro, who was endeavoring to beat his way. Without warning the negro shot him twice, from which he died in a few minutes. Brother Latimer was universally liked, and in passing over the line where he was best known, I hear nothing but expressions of regret. His Division (123) and the state offered rewards. The Southern Railway placed the matter in the hands of their detective force, and Chief J. W. Connelly with his aids went to the scene of the murder and assumed personal control of the case, and in a few days had the murderer in jail at Brunswick, where he is now confined awaiting his trial. All due praise is due Chief Connelly for his fine work in this case, and it is one of the sayings here when he gets after you, you had just as well come home. He told me that he had not felt such interest in a case, had not worked harder on one, and that nothing had done him so much good as the capture of this negro since he captured the Dalton gang.

I am inclined to the belief that quite a number of our Brothers are not so ardent in the perusal of the columns of THE CONDUCTOR as they would have you believe, especially under the head of Fraternal. I haven't any doubt but that they notice it enough to see that it is delivered regularly; that they pick it up and scan half of its pages in half that many minutes, and should one's letters be printed in red they no doubt would read it very carefully.

We are not lacking in what so many of our Brothers are complaining of—poor attendance. Every member can not be expected to attend every meeting. We always have a full and large attendance and plenty of important and interesting matter left over under the head of "unfinished business" to give us food to talk about and make each side marshal up a goodly number of Brothers to support their side of every argument and take care of his side or the other side will do him one, all



good humoredly, which elicits many a hearty laugh.

Our Division is well represented by the best of the best nationalities, and of course the interest is diversified, each presenting his views, not from a partisan view, but from what he thinks to be the best interest of all, and at times it has a noticeable and telling effect. When the clouds have cleared away the sky is standing out against the horizon in all of its beauty, peace and tranquility seems to dominate everywhere, serene smiles can be seen fitting over the faces of all; the turbulent waters have subsided, the sun is darting its rays across this lovely south land of ours and man can be seen breathing the blissful thoughts of freedom and wisdom, and thanking the deity that he is permitted to live in this, what we believe to be the golden harvest of the human agency. Old Ireland with its turkey countenance, with a face extending back over the top of his head and around on the sides down near onto his ears, and an eye twinkling with mischief and mirth will arise, and in a moment the silence will speak a cyclone of words that will in a few moments remind of the building of the tower of Babylon. Hence the interest for the next meeting, and to be sure, they will be there.

Rumor has it, and signs indicate it, that the trunk lines through the southern states are making preparations for a greater volume of business this winter than any yet known. Brother Ed Gregg, for a long time passenger conductor between Atlanta and Birmingham, and who has recently gone to the Seaboard Air Line, has been promoted to passenger conductor between Savannah and Jacksonville. Brother Gregg's worth and merits makes him lasting friends wherever he goes, and it is always pleasant to meet such a congenial captain on or off duty. Some of our senior freight conductors have recently been uniformed and are now doing extra passenger service. They look real nice and seem to be taking hold of their work with a celerity that might make some of the older ones a little envious—I might say Brothers Alonzy Slate, S. A. Shelton and T. T. Stevens.

The election of officers for the coming year is at hand and Division 180 will not depart from her old accustomed rules and elect nothing but good men all around. The greatest difficulty we have to contend with, we have so much good material it is hard to say who will make the best man for the place. We have begun to talk about the meeting of the Grand Division, and it is looked forward to with a great deal of pleasure, and this time it looks like all want to go. It is more than likely that two trains will run from this state, one from Macon and one from Atlanta. Brother Thomas Loyall, who captains one of the local freights between Lumber City and Brunswick, is a man of fine sense and sterling worth, having filled many responsible positions, some of the best agencies, and as train dispatcher. He is so pleasant that one always feels better after meeting him. He and Mrs. Loyall are much admired and appreciated and are great social favorites at their home. Lumber City, and have proven themselves to be most pleasant as host and hostess. Having dined with them not long since; while we meet others equally as agreeable, enough cannot be said in their favor,

and to the best of our belief, for time to come, when we are on the road our hungry thoughts will return to that heavy laden table, and we will think to ourselves, oh if I could get to that table now! and what I would do would be enough. It is with a heart full of sorrow that we mention in this letter the death of Mrs. J. W. Young, the devoted wife of our Chief Conductor.

J. D. GOFORTH.

Atlanta, Ga.

Editor Railway Conductor:

I have waited in vain for a long time to see something from Division 309 so I will try and write a few words.

All the Brothers are at work. Brother Battenfield is on the B. & O. Brother Gilbert is on the P. & L. E. We are being moved one by one to Youngwood yard, and it won't be very long until we will all be there.

A BROTHER.

Scottdale, Pa.

Editor Railway Conductor:

Brother B. F. Osborn's letter in the November CONDUCTOR is a corker, touches a good many of the newly made conductors on the raw spots and will probably make some of them squirm like a lamper eel. Keep it up, Brother Osborn; there are plenty of co-operative industrial homes from which to obtain statistics to show the practical success to be obtained in a home for the old and for conductors temporarily out of employment, and your remarks on the student and the age limit business is just the right kind of medicine properly administered in allopathic doses and I trust will have the proper effect. I never could figure out just exactly what is right in every instance. If it is to do as you wish to be done by, I am afraid I could not practice it were I out in the river with another conductor or student on a plank too small to float us both. I believe I would try to dislodge him to save myself, and I have come to the conclusion that is the rule most of us are governed by, viz: Look out for No. 1, which is self-preservation, the first law of nature. Do as you wish to be done by is the last law, because the least one practiced. So long as people are not brought in too sharp contact with each other they can feel generous, but when they get to crowding, which is the case in all railway employments, they begin to kick—feel like knocking each other off the plank, and generally do so. This is what causes the apparent reversion or abandonment of principle with men and some few women. It's very few men that will hold out to the end or die for what they think to be right, but will finally, when crowded too tightly for a living, kick somebody else off the plank to save themselves, and I always take this into consideration with my dealings with other people—I only expect them to be fair and honest this side of self sacrifice; when it comes to that I look for them to go back on their word and obligations (and some of them don't have to go very far until they reach that point). Being practical is simply the assentation of this first law of nature. The bishop who stuck in the mud with horses that would not make extra effort without being sworn at by the driver, exemplified this law when he said to the driver: "Swear enough to get us out of the mud." If life is better than death it's



practical, then, for one man to kick the other off the plank, that one life may be saved, or a good fat railroad job. Grocers and butchers have to make their good customers pay the debts of their bad (this or quit business) unless on a cash basis. Evidently all of these practices are not exactly right, but they are practical. This is an intensely practical age and it is considered more disgraceful to fail than to be dishonest—even the church will stoop to means and measures to raise money, wherewith to pay their ministers and support their church that are just as unscrupulous. "Be not righteous over much." A man or woman can be so very good as to be good for nothing. I don't think any man can be successful in this age and be strictly honest—not even a preacher or a conductor. I have long since come to the conclusion that a man can't hold his own against others without being a little practical—so Christ taught—that is, just a little bit dishonest; at least, there are those who seem to succeed, either in preaching, railroading, and most other kinds of business. I am sorry it is the case, but it is really the truth to our great shame. Money nowadays is made and soft jobs on railroads and in other lines of business are secured by certain sharp practices played on dull people.

Now, I may be a little too previous in my advice regarding candidates to the national convention as delegates, as to who they should support for Grand Chief Conductor, but when orators so critical stand proudly on the rostrum and with wisdom fill the air; when candidates, soliciting, and wild applause eliciting tell us about the future and the dangers lurking there. Full soon we'll cease octopus-ing likewise our only hope-us-ing (this may be twisting words somewhat but still it is a fact). Instead of logic devious we'll move the question previous, and turn our minds to business, a turn of late we've lacked.

We'll drop discussions fiery, "another-y" and "liar-y"—(a further twist of syllables—the rhyme would have it so.) We'll hush the chants unmusical, the celebrations boozical and to our daily labors with untroubled minds we'll go. We'll not in every section or division of the order hear the man who would electioneer for himself, to the dignified office, and the emoluments of Grand Chief Conductor, who'd paint in the blackest pigments all the other candidate's sin. No more we'll argue violently but peacefully and silently we'll buckle down to business, no matter who opposes me. E. E. Clark is my man. So hail convention day that's coming on, with all the crash and roar of falls, and blaze of torch and throb of music gone, when we have saved the order and have voted for our favorite candidate like brave and honest men, when speakers no more fearfully, nor other conductors most beerfully assail us with the message that the O. R. C. Order has gone to the d—dogs again.

Oh, speed the Mayday so beautiful with the atmosphere up—tootifull (these verses are too near complete to hesitate at that) when fears and frights of strikes won't quiver us and no one would deliver us from fates that would encompass us much like Captain Barber's hat.

When this convention and G. C. C. election business and exhilarating dizziness lets us get back to business and everthing in our Division meeting is

as peaceful as it used to be—we'll say—then let us (here is a straining rhyme) rejoice that the next conventioning time is—happy thing to think upon—a long two years away.

Titusville, Pa. CAPT. GEO. W. BARBER, SR.



Editor Railway Conductor:

No doubt the writer's name was expected by the readers of THE CONDUCTOR to be found in the obituary column of THE CONDUCTOR, after Brother Mox's broadside, but the revivifying climate of the lower east coast of Florida enabled me to sustain the shock and pulled me through all right.

In the August, 1898, CONDUCTOR, page 568, is to be found a letter of Brother Mox's, which the writer quoted in a previous letter to THE CONDUCTOR. Brother Mox eulogizes the Hon. C. C. Kauffman of the Lancaster, Pa., district and tells in glowing terms of his service to the railway labor orders in Pennsylvania and how he had been defeated for a second nomination by Reading railway employees who voted against him at the dictation of Reading officials. But Brother Mox did not tell, although the newspapers of the time did, that it was the boss of the dominant party in Pennsylvania that forced the Reading officials to make their employees vote against Senator Kauffman. I would advise Brother Mox not to take any politician's word as gospel, but to read and memorize his CONDUCTOR as he does his Bible. Then there will be no misstatements or misconstruing. Politics is a dirty business, lying and deceit being the least of its sins and I think that the railway labor orders should not be dragged down into the mud and mire of partisan politics by Brothers who are office seekers or office holders. The man that accepts an office from a political boss has to do that boss's bidding. To do different is political suicide, and history shows that the boss always favors the corporations regardless of the fact that they are nearly always tyrannical in dealing with their employees. The actions of some politician Brothers remind me very much of the sheep told of in the Cosmopolitan for October, 1899. This sheep belonged to a firm of Chicago meat packers. When a trainload of sheep was being unloaded this particular sheep would be at the car door. When it was opened he would lead the other sheep up the gangway to the slaughter pens. When they were safely inside he would work his way to the rear and was let out of the pen to do the same trick over again with the next car load. Brothers who are in politics and who want to mix the railway labor orders up with the various political parties are subject to suspicion and distrust. In the course of time they have to step aside to make room for others, when they lose their positions and influence they are ignored and when they die are soon forgotten. If a Brother has those qualities that make him loved and respected, also to have a host of friends that have confidence in him, let such a Brother if the conditions are favorable in the district in which he lives, announce himself as an independent candidate for the legislature or congress. Don't be afraid of superintendents. There is a time coming when the general managers of the American railways will be glad to have representatives of the railway labor orders in congress. Let the Lodges and Divisions of the rail-

way labor orders endorse such a candidate. And there should be a law to prevent Divisions of the Order from endorsing any but independent labor candidates. There would be no trouble about the election of such a candidate and he would not be the tool or puppet of a corrupt boss. His actions would not be questioned and he could hold office with honor to himself and the railway labor orders as long as he lived. Let us show the world that the railway labor orders are capable of producing the highest type of fraternal and civic virtue. The highest type of men—honest law makers. Nations mourn for such men when they die, and monuments are erected that the memory of their good deeds may last forever and be cherished by future generations of men. Such men may be envied, not with the envy described by Brother Mox, but with the envy which comes from affection and love. For the good of the Order let us hope that all Divisions of the Order, from now until the Grand Division meets, will, at their meetings debate the questions of importance that concern the Order's welfare, its very existence. Take up the Home question. Take up the question, whether it is not good policy to have a state committeeman to look after local and state politics. This work is neglected at present for the reason that "what is everybody's business is nobody's business." Our Grand Officers have no time to look after questions of that kind, but if there were state committeemen in those states where they are most needed, it would give our Grand Officers time to work among men and in places from which the Order would receive great benefit. Let Divisions debate the question, whether our Grand Officers should or should not be members of either of our national or state legislatures. We hope that G. C. C. Clark will change his mind on this question and that he will decide to lead the way along with other members of the railway labor orders, for our emancipation and to our "glory crowned heights," our national congress. Let Brother Clark acquire for himself a place among America's immortals in the proposed nation's hall of fame. I hope that Brothers aspiring to office in the Grand Division will announce by circular letter what their policy will be in case they are elected Grand Officers.

AMERICAN.

Maimi, Fla.



Editor Railway Conductor:

That the Order has done good work, its fruits are in all parts of the country. Every impartial investigator acknowledges that the achievements of the Order have been real and far-reaching. There is no need for an apologist for the Order in these days. It has proved its own usefulness and right to exist; still, if we may apply this question, have we, as individuals, done our best? Have the results from our work met the Divisions' expectations? The answers to these questions are not as satisfactory as we all wish they were. Dare we go a step farther, and declare that in many instances, at least, we have come short of the Divisions' reasonable expectations? The percentage of members who have advanced to larger efficiency in the workings of the Order is not as great as it might be. We are not getting as many pillars out of the candidate quarry as might be sup-

posed. Saints and sages hoped to see a new order of chivalry emerge from our new members' training. Their expectation was for a new generation of youth who should bear the marks of leaders. Well, what then? Shall we give up because we have not come up to our own hopes or to the expectations of others? Shall we cease to try? Far from it! The spirit of our organization is opposed to any such craven thought. Because we have not done our best in the past, is only an added reason why we should do better now. The duty of the day is to lift all standards higher. Let us accept as more real and personal the words of our comprehensive pledge. It should touch our life oftener and at more points. Its deeper meanings should be revealed to us, and, in the strength of Him whom we trust, should be practiced in the heroic life of every day. There is no reason why the Order of Railway Conductors in its individual members, in its local Divisions, and as a united movement, should not forward march.

At a regular meeting of Division 18, held December 3, the following officers were elected for the ensuing year: H. W. Smith, C. C.; R. L. Corncross, A. C. C.; J. D. Harkin, S. C.; P. W. Correll, J. C.; H. A. Sampson, I. S.; R. N. Randel, O. S.; R. E. Kilpatrick, S. and T.; J. M. Chase, Delegate to Grand Division; R. F. Cambell, Alternate; Division Committee and Local Board of Adjustment, H. W. Smith, R. L. Corncross, and R. F. Cambell; J. D. Harkin, Legislative Representative and Division Correspondent. Division 18 will begin the twentieth century under the guidance of well-approved and capable officers, having again entrusted her executive power to Brother H. W. Smith, a wise and patriotic member, and the members have continued Brother R. E. Kilpatrick in power (a merited tribute to a successful man of the Division affairs). Thus Division 18 will cross the threshold of a new century under exceptionally fortunate conditions for continued happiness and prosperity. Our committees have been disciplined by trial and adversity; their public careers have not been all sunshine and the applause of men. They have had to meet a "sea of troubles" and they have won their prestige by overcoming obstacles and facing danger with serenity. Thus their respective Brothers have come to place confidence in them.

His golden rule makes the world more bright; His love is a lasting fount—and He blessed the earth with the grandest light for the saddest soul through the darkest night, in His Sermon on the Mount.

J. D. HARKIN.

Temple, Texas.



Editor Railway Conductor:

Old Cotton Belt Division has gained in membership considerably by taking in new members and initiating new men, and I am glad and happy to say in good working order. Brother Corbitt, Grand Junior Conductor, met with a hearty reception here by our boys several months ago. Quite a contrast with the reception he met with when he first visited us just after his election to his responsible office. I am happy to state that Brother Corbitt went away with a favorable impression of old 251 and its members. Our local board of adjustment with M. C. Murrell, chairman of the general

grievance committee, went to St. Louis to see the general officers on important business, and crowned themselves with glory by coping with shrewd men of ability in railway service. Brother C. O. Harris was reinstated, but unfortunately has lost his position since. Brothers Miller and Holmes were also unfortunate—although Brother Miller is still in the service of the company. But we expect Brother Holmes' early reinstatement. Conductor Baum is also extremely unfortunate, on account of hard work braking for years and recently promoted and not being an O. R. C. man. Many young conductors here promoted to extra passenger. All new officials. The general is a man of great ability, and they have made a change in business all around.

M. C. Murrell on his return from the head officials at St. Louis made an oration in our Division, and his voice and words rang out and vibrated and reechoed like beautiful chiming bells. By the way Brother Murrell is an ex-official of the Sunset Route, i. e., A. T. & S. F., and also of the Cotton Belt R'y, but at present a passenger conductor out of Tyler, Texas—a gentleman by birth and education.

I am pleased with Brother J. R. Scates' letter in the November CONDUCTOR on seniority. I have the same sentiments. Let a brakeman climb the ladder of promotion by his own ability and good work, not by seniority. There are some men running trains by seniority who are not capable, qualified or worthy to run a train. Our Order is a glorious Order and we must do our duty. The old year 1900 is dying and with it the nineteenth century passes into history—a year and century of great events and achievements. January 1, 1901, at 12:01 a. m. sharp, the twentieth century will commence, and another name of some great man will be added on the tablets in the Hall of Fame in New York City, and although our Grand Chief Conductor, E. E. Clark, may never have his name in the Hall of Fame, it will always be cherished by labor organizations and especially by the O. R. C. I am in receipt of a letter from Brother Wm. Curry of Meadville, Pa., who taught me to railroad. He is about seventy years old, and still a conductor on fast freight. He tells me he still enjoys railroading. I am also in receipt of a letter from the same place from the son of Brother J. Hill, whom I used to brake for. His son tells me the sad news of the death of his father, who died one year ago last April. One by one the roses fall; time makes all things even.

I am happy to state that I am fast regaining my lost health and can run, jump and play as of yore. I discovered it was not altogether the climate of Arkansas that caused my ill health but high living, similar to vice-president Hobart's 79 day banquets, which his physicians stated caused his death.

I love to hear from our hustling Brother away out in Alaska. Our Secretary recently received a letter from Brother W. W. Allcott, of North Vernon, Indiana, who is a real estate broker. Brother Allcott says in his letter "everything he touches turns to the yellow stuff."

I can truthfully and thankfully say without any vain glory that all the O. R. C. boys belonging to 251 who have left the service on their own accord or "for cause" are all doing well so far with bright

prospects of continuing to do better, excepting a very few who have, and are now dying with consumption. Brother S. W. Wainwright is very bad off. Brother J. H. Neimyer, past 70, is no more passenger conductor here on the "Cotton Belt." "Too old," so officials say. They asked him what other position he would like and they may "place him" to keep the wolf from the door.

To the old year and century I cannot say "Au Revoir" but good by and farewell forever. God bless you, my friends and Brothers. I wish you a merry Christmas and a Happy New Year and many returns.

J. W. MERRIAM.

Pine Bluff, Ark.



#### Editor Railway Conductor:

No doubt you, as well as many members of Division 108, will be surprised to receive a communication from the correspondent of this Division, but like the Phoenix which rose out of the ashes, so has your humble servant come to the surface to enlighten the Order upon the condition of Division 108. Our Division has made splendid headway in membership, every member putting his shoulder to the wheel and helping to make the Division a useful and honored abode. Our annual election took place on Monday, Dec. 3, 1900, for the ensuing year, amidst an attendance of which any Division might be proud. Brother T. J. Jewett was re-elected Chief Conductor, which is his fifth consecutive term, and a pleasing smile was noticeable upon the many faces present, as they voiced his re-election by acclamation, for Brother Jewett is dearly beloved by all the members of the Order on account of his fatherly and watchful care over the destiny of the organization and the members of the Order. This "grand old man" is ever careful of a Brother's interests, and he never fails to exercise his utmost care in behalf of a distressed or erring Brother or his family. Brother M. R. Neuhauser was re-elected Assistant Chief Conductor. Brother E. M. Moales was re-elected Secretary and Treasurer for the ninth consecutive time, and it can be truthfully said that whole-souled Ed Moales, our "watchdog of the treasury," is ever mindful of his obligation and always on the lookout for a Brother who is out of employment, hence the everlasting love that exists for Eddie Moales. Brother Mark A. Smith was re-elected Senior Conductor, which was "taking him by storm," and "Windy" was very much pleased at the ovation he received from the members present, for the boys felt that they owed this compliment to him as it required a stentorian voice to answer the call to an initiate's alarm. Brother H. E. Hansard was elected Junior Conductor, and his surprise cannot for a moment be imagined, the honor conferred being a reward for faithful services rendered, and which could only be bestowed upon a worthy Brother. Brothers A. Cunningham and W. H. McDaniels were duly elected Inside and Outside Sentinels, respectively, which grew out of a conference held by the members present and admitted, that these two noble watchmen would guard all the approaches to our Division with care and diligence. The other officers elected were as follows:

Division Committee, M. R. Neuhauser, W. J. Holden and L. L. Hiller. Brother T. J. Jewett was re-elected a delegate to the Grand Division, with

Brother E. M. Moales as alternate; Brother M. R. Neuhauser, member of the Legislative Committee.

After the election Brother Chas. E. Dunbar, the Demosthenes of the Division, delivered, in a masterly manner, an address to the members present in regard to the duties they owed to themselves, their family and the Order, which was loudly applauded and very much appreciated by all. Charley scored quite a success with the boys. The boys are looking forward with great expectations and pleasure to the excursion that is to be given by Division 108 next May, to the Grand Division, and are more than pleased at the success they have obtained. That it will be a success, both financially and otherwise, there is no doubt. All members of the Order who desire to go with our boys will be gladly welcomed. Division 108 extends to all Divisions of the Order the greetings of a Merry Christmas and the pleasures of a prosperous New Year. The same to you, Brother Editor. MARONE.

New Orleans, La.



Editor Railway Conductor:

Division 227 held a very nice and well attended meeting on the 2d inst. A good deal of important business was attended to, also our regular election of officers took place. We were glad to see Brother Crosby in our midst and hope it may be so he can be with us permanently; also Brothers Burns and Lantz were with us and all were happy. Brother Hocker made his report of money collected for the "Corwin Monument Fund," for which he turned over \$68.50 from all sources, for which he is worthy of credit for his earnest work. Alliance, Deadwood and Sheridan boys are also entitled to a share of this credit.

A committee has passed suitable resolutions in regard to Brother Chase's death and forwarded same to the bereaved family. At this time Brother Cunningham is in Omaha on account of sickness in his family, and Brother Burke is at St. Joseph hospital, Omaha, and has had an operation performed on his eye. With the coming of the new year our Division Committee are going to make an earnest effort to visit the sick more, and all members are urged to do the same, for it is a fact that we have all been a little slack in this line. Let us all make a special effort to do this and show to the afflicted that the O. R. C. is not a farce or a mockery. Division 227 is advocating the idea very much of a paid chairman of General Grievance Committee of Burl. Route. I think it would be well for all Divisions that come under this general committee to talk the matter over and be prepared to give their opinion. We are also going to try for a Burl. Route train to the Grand Division. Cannot predict the success of the committee yet.

The following officers were elected for the coming year: O. E. Briggs, C. C.; J. H. Hocker, A. C. C.; O. S. Ward, S. and T.; F. M. Hoxie, S. C.; C. H. Holts, J. C.; J. C. Warren, I. S.; J. W. Maithis, O. S.; Division Committee, J. B. Tanney, J. H. Hoxer and F. M. Hoxie; Grievance Committee for Wyoming division, W. E. Shriner, J. F. Galdrick and Consedine; J. B. Tanney, delegate; J. H. Hocker, alternate; O. E. Briggs, cipher correspondent; F. M. Hoxie, journal correspondent.

Lincoln, Neb.

F. M. HOXIE.

Editor Railway Conductor:

Another year is fast coming to an end, and while all may not have been accomplished that we desired, Division 61 has much to be proud of for the faithful service performed by our many worthy Brothers, and especially the outgoing officers. Sunday, Dec. 2, we held our annual election and public installation. The following officers were elected: McCambridge, C. C.; Goffey, A. C. C.; E. A. Sloane, S. and T.; Thomas, S. C.; Doty, J. C.; Kingsley, I. S.; J. M. Ryan, O. S.; Thomas, Seemers and Rickard, Div. Com.; J. Goffey, Cipher Correspondent; J. H. Burns, Delegate; Curtis, Alternate; T. W. Rickard, Correspondent.

The Brothers chosen for the coming year have been tried before and proved themselves to be willing and cheerful workers for the good of our noble Order. Any thing that I could say further would not elevate them any in the opinion of the members of Division 61.

We look forward to the coming year as one to be marked with success, judging from the tone of the columns of THE CONDUCTOR. There are many questions of importance to come before the next Grand Division, and we earnestly hope all delegates will give them their careful consideration before voting.

We had the pleasure of loaning our ears to the Secretary while he read us a "good time" from an 800 mile mileage book issued by St. Paul Division 40 to all Brothers and the their families contemplating visiting St. Paul during the session of the Grand Division. The Brothers of Division 40 certainly expect to make the old man young and the young man happy during their stay in St. Paul. Look for St. Paul about ten miles down the Mississippi from Minneapolis.

It is with pleasure that we inform you that Brother J. H. Burns, of Division 61, has been elected in the first district, state of Minnesota, to the honorable position of state legislator. Brother Burns was elected with a majority that is a credit to his party and himself. With good will and best wishes for all. Hoping that the year 1901 will bring employment to all unemployed Brothers, I wish you all a happy and prosperous New Year.

La Crosse, Wis.

T. W. R.



Editor Railway Conductor:

While sitting here in the caboose gazing out over the sun-burned tract of desert waste, relieved by no sign of vegetable life save here and there patches of dull green mesquite bush, my brow fanned by the gentle autumn breeze with a temperature of about 70 degrees, and mentally comparing Nature's prodigality as to climate with her stinginess as to vegetation, the thought occurs to me that among all the good men employed here belonging to the O. R. C. (and I believe all of the conductors here are members) there has not been one to tell our Brothers of the States something of this section of Mexico and of the International Mexicano Railroad. The I. M. road, though small, is the best in the Republic, speaking from the standpoint of an employee. Its officials from general manager down are men of experience and ability, men who are progressive and liberal in their ideas and thoroughly practical, and any competent, reliable man securing a position with them

need have no fear of discharge so long as he transacts his business thoroughly.

Business is conducted in a business manner, and, while there appears to be no special effort made, nor petty punishments inflicted for the purpose of "maintaining discipline," my observation has been that the employes conduct the business of their respective positions in a manner comparing very favorably with the roads in the "States" which make such efforts toward "discipline." All conductors and brakemen are Americans who have passed through the school of experience and who have learned the lessons of discipline and devotion to duty and have evidently not forgotten either. We have no such thing as a schedule for either officials or employes to violate, nor have we any grievance committees, but we have good treatment and good service and it is appreciated and in consequence thereof we are satisfied. Our pay, while it does not come up to standard when figured on a mileage basis or sound money, is better than is received on any other in Mexico. Brakemen make from \$130 to \$180 and conductors from \$200 to \$300 per month. Our equipment is equal to that of any road in the States. All cars and engines are equipped with automatic brakes, and couplers of the Janney and Tower makes. Our track is in good condition and all wooden bridges are being rapidly replaced with stone and iron structures.

Leaving C. Porfirio Diaz, on the Rio Grande river, at an altitude of 722 feet, the first freight division extends to Monclova, a distance of 148 miles, and reaches an altitude of 1,926 feet. Monclova is a very old town and was the Capital of Texas before the Lone Star State achieved her independence. From Monclova we start "up the hump" to the next division point, Jaral, a distance of 107 miles, reaching an altitude of 3,752 feet. From this point to Torreon, 127 miles, it is practically level, but from Torreon to Durango, the next division, 157 miles long, we go up another hump climbing to the height of 6,207 feet, and entering the finest belt of country yet traversed, with a climate most delightful at all seasons of the year. From Durango there is a line projected and under construction which has for its objective point the port of Mazatlan on the Pacific coast, which, when completed, will make this a great highway to the Orient. Of this proposed line there is completed and in operation at present 168 kilometers to Guanacevi, and two front trains pushing forward.

Now after this description let me give a word of advice. Don't give up your job for the purpose of coming to Mexico to work. Don't let the thought for a moment possess you that the railroads of Mexico are short of material or that a position on any one of them is a bed of roses framed by sweet scented breezes shed by unseen flowers or from perfumed censers in the hands of beautiful maidens, because these things are but visions conjured in the brains of "locos" for the delectation of credulous people who will listen with open-mouthed wonder.

There seems to be an ample supply of superintendents and trainmasters here with available material for more; also innumerable conductors moving from point to point seeking employment "lo mismo Estados Unidos" (the same as in the

United States). If you have a job, keep it, and if you have none but can get one on that side of the Rio Grande, get it and stay with it. If you are a drinking man stay away from Mexico because the native drinks of this country have made more "locos" and put more American railroad men "on the bum" than any other cause; but if you are afflicted with the "Mexican fever" and do come, come with the fixed determination to let "booze" alone.

Torreón, Mex.

O. L. ROLFE.



#### Editor Railway Conductor.

Some considerable time has elapsed since I have had a chance to write you, but as some things have happened and some haven't, I thought best to steal a few minutes to tell you all about it. Many of the Brothers have been away on vacations—some from their own choice and others by special request. Brother Hook and all the little Hook's went east for two months and he reports having had a splendid time while in Boston and the Nutmeg state. I hear that he climbed to the top of Bunker Hill monument in order to reach a higher altitude, being used to one here, but I am in doubt whether it was for that purpose or to cool off his coppers. We are all sorry that Brother Callahan's feet got to itching so bad that he decided to fly the coop. He is now located in Salida, Colo., and we are all sorry he will have to transfer. Should he see this, let me say to him that this mournful tune is being chanted on account of having to lose the pleasant visits from Sister Callahan. But whoever gets happy "Cal.", gets a good man and true Brother. No bouquets or twenty dollar gold pieces expected, for it is no trouble for me to say these things; in fact, rather a pleasure to say them about a good Brother. Brother and Sister Covert have also gone and we were equally sorry to lose them, for they were splendid company; in fact, they are all good people here. Brother Bacon (he is no ham) has gone too. Brother La Rue, better known as "Handsome Eddie," is running a train in Old Mexico. Eddie has not moved his family yet, but expects to soon. Brother M. R. Jones went east this summer and when he came back it was found that he had coupled on to another Jones (that is, she is a Jones now). Mike went east I understand. She is just as happy as if she hadn't married Brother Forkner and family went to Philadelphia and he thinks there are no such folks as those Quakers. He came near having a sun stroke in Philadelphia (that is, he got the doctor to call it that). Brother Sibley and family have gone to Leavenworth, Wash., and I hear has a train there. Brother S. A. D. Alcott had an accident to his train by some cause. He had forty-five cars in train and they left the track near a bridge and twenty-two of them went in the canon, never more to be raised except in smoke. Brakeman Eugene Wilkinson was killed. Alcott is laying off now and his bashfulness prevents him from visiting among the boys too long at a time, so he has devised a machine to help him while away a portion of the time. It is simply a string which passes through the holes in a button and "Dug" can be found in most any old place twirling the button. I have seen children cry an hour for a plaything like that.

There has been a new but short road built here

known as the S. & B. R. R. As yet there is but one train on it and Brother Murray has applied for the position of engineer. The engine is one that was in his store for some time and he informs me that he made a study of the machine and is sure he can handle it all right, even if it don't have the air brake. Brother Alcott says if he don't get back he is going to apply for the position of conductor on the same train, and I think I will try to get a job braking on it. That would just about make the crew complete. Brothers Murray and Notgrass are now wearing blue ribbon on a wager of a new suit to be bought by the first one who loses his colors. Brother Cunningham shows up every few days and growls because he never can be here on meeting nights. But as soon as he gets to talking pictures he is happy, for he can do fine work with a kodak. Brother Scudder has a badly sprained knee and has to go on crutches, and as he is unable to keep up with those who are sure footed, he can be heard every few yards shouting, "Say, let me tell you something!" He hopes it will soon be well so the boys can't run away from him. Brother Ed. Moore has sold his interest in the grocery business and has also traded his ranch for another one which is larger and has a milk route accompaniment. He says he don't care if the cows try to "hold out" on him, he will "fool 'em," for he has a good run of water on his place. Brother Boucher has added a meat department to his grocery and is the greatest hustler in the city. Brother Hanford has a very responsible, as well as arduous, position, being chief clerk for the trainmaster. He fills the same with honor and credit alike to all concerned. He has been unfortunate of late by having considerable sickness in his family, his son having a mild attack of tonsillitis, but will soon be well again. His father, Charles Hanford, who has been visiting him for some time, had a slight paralytic stroke, but I am glad to say is improving. He was one of the founders of what is now known as the Order of Railway Conductors, he having written the constitution and by-laws of what was first started as the Conductor's Union. He is able to show that he has seen service, being somewhat crippled, but as your writer had the honor to meet him before his illness, I desire to say that he is a very pleasant entertainer whose company I much enjoyed and we all wish him a speedy recovery. Now, Mr. Editor, this is my last attempt, as I lose my job at election of officers this month, so don't fail to work this into the next issue, for I got a blast for not having written and now I expect to get one for having done so. But "git up Frank", what do I care.

We are not allowed to vote for president here, but we had a little election of our own, just to show what we could do, and the whole ticket, except five names, was elected throughout the territory, and we hope to be able to help elect the next president.

E. Las Vegas, N. Mex.

OLD JUNK.

Editor Railway Conductor:

I wish that some of the Brothers who preach against politics, had been here to go through the late campaign with us in this part of the "Ever-green State." We took up the matter early and had the satisfaction of nominating a conductor for

representative at the next session of the legislature. Mr. N. B. McNicol, a prominent member of the Brotherhood of Trainmen, and although he represented a district of the opposite political faith, he was elected by a handsome majority and had the satisfaction of pulling his mate through with him and the state senator on the same ticket. This is the first campaign in which the railroad men have ever been united and the first time they have ever had a candidate from their ranks for any elective office. I attach an account of the round-up from our leading daily:

"The election of N. B. McNicol by a handsome majority, was a triumph for the railroad men. The Railway Employees' Political club had worked hard in his interest and, incidentally, had supported Lincoln Davis and M. H. Corey, the other nominees in the same district. McNicol led the ticket in his district, as had been anticipated. This could only be interpreted as a victory for the railroad men."

"The club celebrated the victory last night. Several hundred marchers, preceded by the Tacoma Military band, paraded the streets of this city cheering for the republican candidates and burning red fire. Hundreds of spectators along the sidewalks joined in cheering for the railroad men's candidates and the success of the ticket."

But I presume some will say, of what benefit is that? The first benefit is that we have lifted every railroad man in the community a notch higher in the estimation of his fellow citizens, then we have been able to place two men who were worthy and needy in positions in our county offices, and we are now being consulted as to the federal appointments to be given out next year. Don't you think that is a pretty fair start? If followed up it means a place for more than one worthy railroad man in the future. This is not all the people in the western part of the state, Chehalis county, became so attached to Brother Stamper's genial ways that induced him to allow them to present his name for the position of county clerk. He consented and the law elected him with a majority that makes the eyes of old time politicians bulge out. We are pretty quiet in this part of the world, but when we do undertake to do anything we have a few men who take off their coats and they generally succeeds. I am sorry to hear that Brother Flory was defeated, but he certainly made a gallant fight.

Business has been splendid with us the entire year, and many Brothers have dropped in on us from other parts of the country and concluded to stay. Business is falling off now, but another summer will see most of them checking the register.

Tacoma, Wash.

Jos. B. W. JOHNSTON.

Editor Railway Conductor:

We have several Brothers that don't know it or rather they never put in an appearance on meeting days. Division 105 changed its meeting days to every Sunday after November 1st and hope by that means to get some of our tardy Brothers to attend as there is no chance for them to forget meeting days. We had a good meeting Nov. 14th. We gave Brother J. D. Shea a ride on the goat and he enjoyed it immensely. We have another petitioner for a goat ride next meeting. All conductors running into Meridian, with a few exceptions, are O. R. C. men and we hope soon to see them all wearing the emblem of our noble Order and not only wearing the emblem but good and loyal O. R. C. men. Business is good on all roads running into the Queen City—even the chronic



kickers are getting all they can do. Our busy season is now at hand, the glorious old fall and winter. I sympathize with our Brothers in the cold region. We never have any very cold weather in this part of the country. BILL.  
Meridian, Miss.



Editor Railway Conductor:

Division 314 issued invitations for a smoker on October 28. It being the regular meeting day and having two candidates for initiation, the attendance was fair and we had with us five visiting Brothers, namely: Newman and Morrow of Division 114, Phillis and Emerson of Division 177 and Brother Nelson of 124. Brother Clem Stevenson took "Billy" out and got him in trim shape. We have taken in several new members of late and hope to take in many more in the near future, and of course we will have another smoker as all present enjoyed the last. Early in the year Division 314 had the misfortune to lose two Brothers by death, Harry Irwin, after a few days illness, and J. B. Welsh, who met with an accident. Business on the P. F. W. & C. is not very brisk at present, owing to large engines, but perhaps the election has something to do with it(?).

I am of the opinion that Brother Ingram had better call off the Reserve Fund or many of our members will have to drop to a lower class in the insurance than they are in for at the present time. I do not believe the Reserve Fund takes well with many of the members of our Order. If we are going to lay away \$500,000 to mould in some bank at 3 or 4 per cent we had better have a doubleheader twelve times a year instead of four and raise the \$500,000 sooner and start a shoe or a clothing factory, or take "New Plans" idea of building a railroad.

On the evening of October 31 the L. A. of Division 9 came from Pittsburg to Allegheny thinking of awakening us up by conferring the "Oh Why," and oh, my! how they succeeded and what torture was endured. The more the poor victims groaned and tried to escape, the more delighted they were. Only one victim escaped. Brother Will Anderson

showed the white feather and "trekked." We proved very much awake, after all, and enjoyed the evening and the bountiful repast as only a railroad man can. Come again, ladies, there are more victims in Allegheny that wish to become members of the Oh Why, and I very humbly take back all I said of you in my last letter to THE CONDUCTOR. GUESS.

Allegheny, Pa.



Editor Railway Conductor:

I failed to see anything in THE CONDUCTOR of October about #01, so I will say that while the strike of the anthracite coal miners was going on each and every Brother of the coal runs had time to attend Division meetings, but it did not look that way when the meeting was called to order. There were one or two more besides the officers present, so I will say, Brothers, come to meetings and hear what is going on, and do not wait until you meet some Brother on the sidewalk that attends meetings and ask him, "well, what was going on today or last Sunday?" and then say "I could not be there; I had to see so and so." Now, Brothers, come to Division meetings and help to make the Division prosper.

Brother Andrew Deibert fell from the top of a box car in East Pennsylvania Junction yard while making up his west bound train, but glad to say that he was not hurt seriously, for he was not a heavy weight. We are not taking them on the goat very fast at present, as it seems that they are afraid of Billy because he is a young goat, but I tell you he has a back like a razor and hair like a needle. But what is the matter with the Brothers from other Divisions who are located here, in train service, that they do not transfer? We have men here on our line who would be very happy if they could only get in our Order and I have told Billy about them. The answer was I am a white goat and I do not want any black spots on my back to read 1893. So long, I have a hot box ahead to look after.

OLD TINKER.

Leighton, Pa.



## KEEP STILL.

If any man should come tew me,

An' ask me fer advice

Ter keep 'im out o' trouble, jest

A few words would suffice;

I'd tell 'im, "Get mad, if ye like,

As often as ye will;

But when you're mad just close yer mouth

An' keep it shut;

Keep still."

Good many times er man gits sour

An' comes around your way,

An' says some aggravatin' things

He hadn't oughter say,

An' flies ye up tremendously,

An' keeps on talking till

Ye'd like t'r give 'im good's he sends

But don't ye—jest

Keep still.

Don't talk much 'bout theology.

If er man explains tew you

You'll never get ter Heaven unless

Like him, you b'lieve an' do;

Don't tell 'im what you think until

You've climbed th' heavenly hill;

An' tell 'm—if ye find 'im there—

An' if ye don't

Keep still.

Or then, again, perhaps yer wife

Takes it into her head

To say some things about ye

That you wish she'd left unsaid;

An' mentions some two hundred ways

You don't jest fill the bill:

Keep cool; perhaps the woman's right.

At any rate—

Keep still.

There may be times—of course there are;

Jest use yer common sense—

When man should use his vocal powers

Regardless of expense;

But, after all, it's safe ter say,

Less strife this world would fill

If folks would at th' proper time

Jest think more and—

Keep still.

—Exchange.



## **RAILWAY OPERATION.**

### *Exclusive Depot Privileges—Reasonable Rule—Enforcement.*

A Union Depot Company may grant to a transfer company the exclusive privilege of standing its vehicles upon its depot grounds and of soliciting customers thereon; and a regulation of such company excluding therefrom all others in like business, excepting only for the purpose of delivering passengers or of calling for persons that have previously engaged them, is reasonable and may be enforced as long as said transfer company supplies sufficient accommodations in the way of vehicles to meet the requirements of the traveling public at such depot.

Snyder vs. Union Depot Co., Ohio C. C. R. 368.

### *Postal Clerk Not a Passenger—Classed With Employees.*

A postal clerk, while on a railroad train in the performance of his duties, is not a passenger, so that the railroad company is liable to him for an injury only in case of negligence which would render it liable to its own employees.

Foreman vs. Pennsylvania R'y Co., Pa. S. C., June, 1900.

### *Companies Liable for Injury to Employee—Connecting and Receiving Lines.*

Where a railroad loaded its cars with iron-pipe by nailing wooden cleats to the side of the car, and at the end of its line inspected it and turned it over to another company, which in turn inspected it and delivered it to a third company to complete its transportation to its destination. The last company neglected to inspect it and the cleats gave way and the pipes toppled over while an employe was passing over it. Held, that the three com-

panies were liable, as the negligence of the last company in failing to inspect the car was concurrent, and did not break casual connection between the negligence of the first two companies and the plaintiff. The first two companies, knowing that the car was to be handled by employees of the connecting lines, owed a duty to such employees, to the extent that the car transported should be in reasonable repair so that in switching it no harm should result.

Missouri K. & T. R'y Co. et al. vs. Merrill, Kans. S. C., June, 1900.

### *Suit on a Mileage Book.*

A. F. McKay, a Springfield, Ohio, insurance man, has sued the Pittsburg, Cincinnati, Chicago & St. Louis Railway for \$50,000 damages. McKay presented an interchangeable mileage ticket on a Pan-Handle train without an exchange slip, and the conductor refused to accept it. McKay declined to pay cash fare, and was arrested and bound over to the grand jury by the mayor of Coshocton, but was not indicted. The suit will determine the legality of the restrictions now placed on interchangeable mileage tickets.

### *Probable Result—Negligence—Liability.*

An injury to a person standing on the platform of a depot beside the railroad track, occasioned by the hurling against him the body of a man struck and killed by an engine at a highway crossing, is not the natural and probable effect of negligence in running the locomotive engine at a high rate of speed over such crossing, when freight cars are standing in such a position as to obscure the view down the track, nor is such an injury one which the most prudent man would have

anticipated. For this reason the negligence of the conductor and engine man in operating the train which struck and killed the man at the crossing near the depot, does not render the company liable for damages to the person against whom the body of such man was thrown while standing on a platform near by.

*E. & T. H. Ry Co. vs. Welsch, Ind. App., Sept. 1900.*



*Legality of Contract—Contingent Fee—Public Policy.*

A contract by which an attorney undertakes to prosecute an action for damages against a railroad company, and to pay all expenses, in consideration of receiving a share of the damages recovered, is contrary to public policy. In this case Evans secured a judgment for \$5,380 and Nelson demanded that one-third should be paid to him as per contract. The court said that at common law, in the absence of a statute to the contrary, any agreement by one party to maintain a suit for another party at his own expense is illegal, and as this contract was based on such an undertaking, the defendant's agreement to pay one-third of his share of the judgment to the plaintiff was void.

*Nelson vs. Evans, Utah S. C., Sept., 1900.*



**FRATERNAL INSURANCE.**

*Application—Materiality of Answer—Use of Liquor Business.*

1. Upon the question whether the representations in an application for a certificate of insurance that the applicant had never used spirituous liquors to excess, were, in substance, untrue, the court instructed the jury that it is not sufficient to avoid the policy to prove a single case of excess, merely, nor a case of over-indulgence thoughtlessly in one, two or three instances. Held, that the instruction being simply explanatory of the measure of proof in respect to the question of a substantial variance between the conditions shown by the evidence and

those shown by the answers, there was no error.

2. Where applicant represented that he had never been engaged in the liquor business, and it appeared that, at a period of eight years before the making of the application, the insured had owned and operated a drug establishment, and that, as an incident to the business, liquors were sold in the way liquors are usually sold in such establishments. The court instructed "that the mere fact that a statement which is not true is made is far from making out a defense upon this point. The answer might have been made carelessly." Held, that the apparent departure from the rules of law applicable to such case in the expression of the court, should be disregarded, since the instruction, if erroneous, was without prejudice. Judgment for plaintiff affirmed.

*Provident Savings Life Association vs. Hadley U. S. C. C. Aug. 28, 1900.*



*Unincorporated Association—Statute—Construed.*

1. A beneficiary certificate issued by an unincorporated union or society of men of a particular class, having their head office with unincorporated branches, entitling the members or their representatives, upon payment of assessments, etc., to certain pecuniary benefits, are not subject to the insurance laws.

2. **NON-PAYMENT OF ASSESSMENTS—FORFEITURE.**—A beneficiary certificate not containing an absolute contract to pay any sum, but merely that upon compliance with the conditions, the sum authorized by the constitution would be paid, and that any default would render the certificate void, is not within the insurance law, and the conditions of the constitution must be read into it in determining its validity. Hence, because of non-payment of assessment no recovery can be had.

*Wintemute vs. Brotherhood of Railroad Trainmen, Ontario S. C., Aug. 1900.*

# OFFICIAL CHANGES.

J. W. Blabon has been chosen president of the Seattle & Northern.

R. E. Todd has been chosen president of the Lexington & Eastern.

F. W. Whitridge has been elected president of the Cincinnati Northern.

G. A. Littleton has resigned as superintendent of the Milwaukee & Superior.

S. B. Foote has been chosen president of the Duluth, Red Wing & Southern.

Charles M. Hays has been chosen president of the Grand Trunk Western Railway.

Louis W. Hill has been elected president of the Eastern Railway of Minnesota.

Joseph Munday has resigned as superintendent of terminals of the Grand Trunk at Portland, Me.

James N. Hill has been elected president of the Montana Central and will succeed James J. Hill.

R. D. Fowler has been appointed trainmaster of the Atchison, Topeka & Santa Fe at Newton, Kan.

W. S. Carson has been appointed trainmaster of the Atchison, Topeka & Santa Fe at Kansas City, Mo.

J. M. Oxley has been appointed trainmaster of the Chicago, Milwaukee & St. Paul at La Crosse, Wis.

M. H. Mills has been appointed assistant to the general superintendent of the Fort Worth & Denver City.

W. A. Selts has resigned as trainmaster of the New York Central & Hudson River Railroad at Corning, N. Y.

Frank Bell has been appointed assistant superintendent of the Montana division of the Great Northern.

F. C. Tucker has been appointed superintendent of terminals of the Macon, Dublin & Savannah at Macon, Ga.

H. E. Byram has been appointed superintendent of the Seattle & Northern. Headquarters at Everett, Wash.

Miles Bronson, formerly secretary to President Callaway of the New York Central & Hudson River Railroad, has been

appointed superintendent of the Harlem division of that road. Headquarters at White Plains, N. Y.

A. J. Frazer has been appointed superintendent of the Alabama Great Southern. Headquarters at Birmingham, Ala.

H. A. Parker has been chosen president of the Chicago, Rock Island & Pacific to succeed M. A. Lowe, resigned.

T. H. Fitzpatrick has been appointed superintendent of the Nevada-California-Oregon. Headquarters at Reno, Nev.

F. E. Ward has been appointed general superintendent of the Seattle & Northern. Headquarters at St. Paul, Minn.

Victor Cooper has been appointed superintendent of terminals of the Delaware, Lackawanna & Western, at Buffalo, N. Y.

Charles Ware has been transferred as assistant superintendent of the Union Pacific at Omaha, Neb., to North Platte, Neb.

R. H. England has been appointed general manager of the Marietta, Columbus & Cleveland. Headquarters at Marietta, Ohio.

J. A. Dodson has been appointed general superintendent of the Alabama Great Southern. Headquarters at Chattanooga, Tenn.

J. C. Ford has been appointed assistant general manager of the Pacific Coast Company. Headquarters at Seattle, Wash.

C. C. Hodges has been appointed trainmaster of the Atlanta division of the Southern Railway. Headquarters at Atlanta, Ga.

W. N. Foraker has been appointed superintendent of the Mobile division of the Southern Railway. Headquarters at Selma, Ala.

S. H. Brown, formerly located at Baraboo, Wis., has been appointed trainmaster for the Chicago & Northwestern at Clinton, Ia.

George C. Smith has been appointed general manager of the Louisville-St. Louis lines of the Southern Railway, which will take in the Louisville, Evansville & St. Louis, which it is reported will

soon be sold under foreclosure, and the Louisville division of the Southern, between Louisville and Lexington.

Frank B. Parker has been appointed assistant superintendent of the Union Pacific at Evanston, Wyo., vice G. E. Baird, resigned.

C. O. Wheeler has been appointed superintendent of the San Luis division of the Mexican Central. Headquarters at Cardenas, Mex.

Frank Bell has been appointed assistant superintendent of the Montana division of the Great Northern. Headquarters at Havre, Mont.

George B. Reeve has been chosen to succeed Charles M. Hays as general manager of the Grand Trunk. Headquarters at Montreal, Que.

James H. Hustis has been appointed superintendent of the Hudson River division of the West Shore. Headquarters at Weehawken, N. J.

V. W. Rossiter has been chosen first vice-president of the New York Central & Hudson River Railroad, vice Charles C. Clarke, resigned.

G. R. Morrison, formerly trainmaster of the Chicago, Milwaukee & St. Paul at Perry, Ia., has been appointed trainmaster at Savanna, Ill.

B. E. Cartwright has been chosen vice-president and general manager of the Little Kanawha Railroad. Headquarters at Parkersburg, W. Va.

A. T. Miller has been appointed trainmaster and superintendent of telegraph of the Rio Grande Western. Headquarters at Salt Lake City, Utah.

Paul Crocker has been appointed passenger trainmaster of the Fitchburg division of the Boston & Maine. Headquarters at Boston, Mass.

J. F. Irwin has been appointed trainmaster of the eastern district of the Pittsburgh division of the Baltimore & Ohio. Office at Connellsville, Pa.

G. H. Saunders has been appointed trainmaster of the Chicago division of the Atchison, Topeka & Santa Fe. Headquarters at Chillicothe, Ill.

A. H. Jones has been appointed superintendent of the Toledo division of the Toledo, St. Louis & Western. Headquarters at Frankfort, Ind.

E. A. Kellogg has been appointed assistant superintendent of the Iowa division of the Chicago & Northwestern. Headquarters at Boone, Ia.

H. M. Flickinger has been appointed superintendent of the eastern division of the Kansas City, Fort Scott & Memphis

and of the Kansas City, Memphis & Birmingham, Current River and Kansas City & Memphis Railway & Bridge Companies. Headquarters at Memphis, Tenn.

J. H. Mace has been appointed superintendent of terminal and agent of the Toledo, St. Louis & Western at East St. Louis, Ill.

E. D. Nash has been appointed assistant superintendent of the southern division of the Central Vermont railway. Headquarters at New London, Conn.

J. B. Stewart has been appointed superintendent of the Pennsylvania division of the New York Central & Hudson River Railroad. Headquarters at Corning, N. Y.

George E. Thorne has been appointed trainmaster of the Fort Worth & Denver City, at Wichita Falls, Texas, vice M. H. Mills, promoted to general superintendent.

John H. Sullivan has resigned as superintendent of the eastern division of the Kansas City, Fort Scott & Memphis and the Kansas City, Memphis & Birmingham.

A. M. Thorndyke has been appointed trainmaster on the south range extension of the Mineral Range Railroad, with headquarters at Alston station, (Laird), Mich.

Robert McChesney has been appointed assistant trainmaster of the Buffalo & Allegheny Valley division of the Pennsylvania Railroad. Headquarters at Pittsburgh, Pa.

F. W. Curtis has been appointed superintendent of the Wisconsin & Peninsula division of the Minneapolis, St. Paul & Sault Ste. Marie. Headquarters at Minneapolis, Minn.

G. F. Hawks, formerly superintendent of the San Luis division of the Mexican Central, has been appointed superintendent of the Mexico division. Headquarters at Silao, Mex.

C. S. Hayden has been transferred from the Mobile division to superintendent of the Birmingham division of the Southern Railway. Headquarters at Birmingham, Ala.

William Coyne, from the M. & St. L. Ry. and S. F. & N. Ry., has been appointed superintendent of the Virginia & Southwestern Railway. Headquarters at Bristol, Va.-Tenn.

E. M. Hine, formerly inspector of the Interstate Commerce Commission, has been appointed assistant superintendent of the western division of the Chicago & Alton. Office at Roodhouse, Ill.



When you change your place of residence or do not receive **THE CONDUCTOR** regularly drop the editor a card giving your *name, Division number and address.*

The Secretary of Division 77 at Palestine, Texas, wishes the address of Brothers G. W. Mabee and C. S. Puckett.

Will some one kindly furnish the Grand Secretary with the address of Brother W. C. Woodard of Division 27, so that matters connected with his insurance can be adjusted.

On the 10th of November the Southern Pacific announced that it would inaugurate a Cuban service between New Orleans and Cuban points, sailing every five days.

We are pleased to acknowledge invitations from Auxiliaries 143 and 37 to attend their Thanksgiving ball, also from Divisions 272 and 373 to attend their ball to be given December 31.

We are in receipt of a copy of the Ogdensburg, N. Y., News, announcing the successful termination of the annual fair held by Division 25, and which was concluded by a most enjoyable ball.

The Secretary of Division 163 desires the address of Brother William Keating of that Division. Will any of our members knowing Brother Keating's address please advise Brother Holtzman of same.

**THE CONDUCTOR** is pleased to mention the appointment of Brother Frank C. Smith, formerly Secretary of Division 48, by the Interstate Commerce Commission, as Inspector of Safety Appliances under the Commission.

Pennsylvania railroad stockholders were surprised last week with an increased share of the general prosperity, in the shape of an extra dividend of 1 per cent, in addition to the regular semi-annual payment of 2½ per cent. This means a disbursement of 3½ per cent on a capital

stock of \$151,700,000, or \$5,309,000 for the six months, making a 6 per cent rate for past year. Since 1893 the dividends have been regularly at the rate of 5 per cent per annum. On the announcement of the extra dividend Pennsylvania stock rose to 68¼, equivalent to \$137 per 100 shares.—*Railway Age.*

Brother John Keefe of Division 24, at St. Albans, Vt., has been appointed train-master of the northern division of the Central Vermont. **THE CONDUCTOR** tenders its congratulations and best wishes for Brother Keefe's success.

Will any Brother knowing the address of Brother W. W. Anderson, of Division 97, at Roodhouse, Ill., kindly communicate the same to E. B. Watson, Secretary of that Division. Brother Anderson's family want to communicate with him immediately.

Brother R. C. Cowardin of Division 3, has been appointed passenger and ticket agent of the Nashville, Chattanooga & St. Louis railway, at Memphis, Tenn. We are pleased to make mention of the promotion and wish Brother Cowardin success.

The Secretary of Division 206 has information of importance to communicate to Brothers Thomas and Vasconsellas of that Division. Will any Brother knowing the whereabouts of either of these Brothers kindly advise Brother W. P. Sheehan, Secretary.

A file of old Division cards, issued to Brother J. McDermott, of Division 244, and running back ten or twelve years, was recently stolen from Brother McDermott, together with some service letters and other property of value. If opportunity offers, they should be taken up.

If those members of the Order who sustained financial loss in the Galveston storm of September 8 and 9, 1900, will send their names and addresses, the number of their Division and the amount of their loss in money valuation, to the



undersigned, they will receive their pro rata of the amount donated. It is to be understood that these amounts are to be paid those who were of Galveston and its immediate vicinity only. J. S. Moore, 1207 Providence St.; N. Darrow, 1010 Milan St.; J. E. Archer, 1416, Jackson St., Houston, Texas.

Brother H. D. Hunter of Division 241 has been appointed general yardmaster of the Missouri Pacific at Sedalia, Mo. Brother Hunter's appointment will give general satisfaction to the boys along that line and will evoke congratulations from the members generally.

Evanston Division No. 408 was organized at Evanston, Wyoming, by Brother Wilkins, G. S. C., on December 10. The Division starts out with a good membership and promises to be a healthy and useful addition to our list of Divisions. Brother C. K. Winans was elected Chief Conductor, and Brother Wm. Rupp Secretary, both of Evanston.

The annual meeting of Division 373, at Green Bay, Wis., was an enjoyable affair. The business meeting, including election of officers, was held in the afternoon, and at its close the Ladies Auxiliary served a bountiful supper. This was followed by a social hour, after which the officers-elect were publicly installed.

Brother Lee Wilson of Division 262, was united in marriage to Miss Pearl Pruitt of El Paso, Texas, on November 15, at the home of the bride's parents, Rev. W. H. Moore officiating, Brother E. E. Zwick acting as best man. THE CONDUCTOR extends congratulations and best wishes for a harmonious trip through life.

R. B. Stegall, S. and T. of Division 148 at Chattanooga, Tenn., desires to know the present whereabouts of Alvernon Owens, who many years ago was a freight conductor between Chattanooga and Knoxville. He went to Texas twenty years ago. In the event of his death would like to have the P. O. address of his children.

The following Division Cards have been lost or stolen. If presented please take up and send to the Grand Secretary.

CARD NO.	NAME.	DIV. NO.
5112	T. W. Meriwether	175
6452	A. C. Peterson	283
7433	Frank Simpson	142
8645	R. O. Thomen	342

The trustees of Purdue University have undertaken to establish a museum of locomotives. They have now a collection of three—one "camel back" from the Baltimore & Ohio, an eight-wheel (Ameri-

can type) of the pattern built thirty years ago, and the old "James Tolman," which was exhibited at the World's Fair at Chicago in 1893.

Jay Frank, a railroad ticket broker of Cincinnati, has gone into bankruptcy. He shows liabilities of \$123,328 and assets of \$3,899. The ledger page of this scalper, as well as some others, are beginning to show a balance on the wrong side. Quite a contrast to their rich old harvests in the days of free and unlimited ticket commissions.

The many friends of Brother S. D. Johnson of Division 244, will be pleased to learn that he has purchased the Elk Hotel at Colorado Springs, together with all furniture, fixtures, etc. He has also secured the services of an experienced steward, which, taken together with Brother Johnson's experience in this line of business, promises to make the venture one of profit to himself and a hostelry which will recommend itself to the public from east to west.

It has been suggested by one of our Divisions that the rates charged by accident insurance companies for insurance of our members ought to be reduced because of the lessened liability to accident, growing out of the adoption of safety appliances. We have no statistics upon which to base a positive opinion, but the conditions, now that the safety appliance law is operative, should be such as to materially lessen the liability to accident. If the liability is reduced the rates paid for carrying such liability ought also to be reduced. This is worthy of attention, and each member should bring it to the attention of the insurance companies interested.

A despatch from Monterey, Mexico, says the Department of State at Washington has succeeded in securing the release from the state penitentiary there of H. E. Gauling, an American trainman who was tried in the Mexican court several months ago and sentenced to eight years' imprisonment for the crime of throwing a Mexican tramp off a train. Gauling was employed on the Mexican International, and his arrest and conviction caused his American friends to appeal to the United States Consul here, who laid the matter before the Department at Washington. Gauling says that he was well treated by the prison authorities.—Locomotive Engineering.

The crime of forging railroad passes and brotherhood cards has seemingly been looked at as one of a less grave nature by the men who sit in judgment on these cases than that which relates to

other business or governmental forms, at least this appears to be true, as it has been almost impossible to secure enforcement of the penalty. The Central Passenger Association, by its active prosecution, succeeded in bringing two forgers to justice who had forged passes on the Norfolk & Western, and on November 27 they were sentenced to hard labor in the Joliet penitentiary. We congratulate the association and trust that it will have a deterrent effect upon all similarly engaged in this unlawful business.



A college education as we see it today is not enough to insure a good citizen, something more is required. This something is unselfish patriotism. But cannot this be made one of the results of education? Certainly it should be. If the state educates men it should educate them loyally to conserve her own interests. The movement to teach patriotism in our common schools is a good one. Care must be taken, however, that the right sort of patriotism be taught. The young American must not come to believe that patriotism consists solely in the risking of life to repel invaders. He must be taught that it consists no less in guarding the interests of the state in time of peace. That it consists not so much in physical courage as in unselfishness and honesty.—Leonidas Hubbard, Jr., in *The Saturday Evening Post*.



As we go to press, a strike on the part of the Telegraphers on the Santa Fe System is in effect. From the best information, so far procurable, it appears that a committee representing the Gulf, Colorado & Santa Fe portion of the system, accompanied by then President Powell, had meetings with Vice-President Barr at Chicago in June last, considering complaints and requests preferred by the committee. As a result of these conferences, President Powell notified Mr. Barr that the matters would be taken before the general manager of the Gulf line at Galveston, whose decision would be considered as final. The committee returned to Texas and took the matters up with the general manager there. Some revision of the wage schedule was made and submitted to the committee. No further communication was received from them until about Nov. 15, when committee asked for a meeting with the general manager, who was then absent in Chicago. Vice-President Barr stated to President Dolphin, who, in the meantime, succeeded President Powell, that the company would give the Telegraphers the same rules and regulations that had been mutually agreed to very recently west of Albuquerque and would pay the same wage rates commonly paid by roads in Texas; that if the com-

mittee could not agree with General Manager Polk, the company would consent to determine wage rates by arbitration. In a telegram from New York, President Dolphin expressed himself as satisfied with this assurance and the proposition was submitted to the committee by General Manager Polk at his meeting with them on Nov. 26. The committee were unwilling to accept this as a basis of settlement, stating that they were not authorized by President Dolphin to do so. It appears that the general manager expressed to the committee willingness to go into a revision of the schedule on the understanding that if they were unable to agree on any rates, those rates were to be determined by arbitration. This basis the committee were unwilling to accept. There was some sparring by wire as to whether the basis of consideration should be the schedule proposed by the general manager or the one submitted by the committee. On Dec. 1, the committee notified the general manager that they were instructed to consent to arbitration. Mr. Barr said that the schedule made up by the manager, together with the one submitted by the committee, would be considered, and that such rates as could not be agreed upon would be determined by arbitration. Some differences arose over the question of wages at stations where the agents did no telegraphing. President Dolphin expressed a desire to submit all the existing differences, including the rules and regulations, to arbitration. Vice-President Barr replied that they were ready to arbitrate the wage rates in case of disagreement, but declined to arbitrate rules and regulations governing the employment of operators, because those offered the operators on the Gulf lines were the same as those which had been accepted by the O. R. T. for the operators on the Santa Fe lines west of Albuquerque on Nov. 13 last after a proposition to arbitrate the same in case of disagreement had been made by the company and accepted by the O. R. T. This was held by the company to be an evidence of the fairness of these rules and it was their desire to have the rules uniform on the different parts of the system.

A strike was ordered on the Gulf, Colorado & Santa Fe lines and later a sympathetic strike was ordered on the other portions of the Santa Fe System. Newspaper accounts differ (as they always do) as to the number of men who responded to this call and as to the amount of inconvenience caused the company as a result thereof. It is certain that no general tie-up of any part of the system followed and the preponderance of evidence seems clearly to be in support of the claim that only a comparatively small percentage of the men employed as telegraphers on the system responded to the strike call. It appears that little difficulty

was experienced in securing men in large numbers to take the places of those who had retired from the service, and at this writing the indications are that the movement has not been, and cannot be, a success.

The newspapers, a day or two since, quoted representatives of the O. R. T. on that system as making the statement that before their strike was ordered they had an absolute guarantee of support from the heads of the other railroad brotherhoods. This statement was false in every particular and had no foundation in fact, as the officers of the other brotherhoods had not been consulted in any way, and had not even been officially notified that a strike had been, or would be, declared. Reports also come to us to the effect that the members of the other organizations desire to intervene if consent of the chief executives could be secured, but no indication or intimation of such desire or inclination has come in any form from any of our members on the system.

We believe that it is a mistake to resort to a strike in a dispute of this kind so

long as it is possible to settle the existing differences by arbitration, and where a disposition to submit to fair arbitration is entertained by both parties it does not seem possible that open rupture could occur. We have always understood that a good majority of the telegraphers on the Santa Fe system were members of the O. R. T., and believe that such was the case at the time the strike was ordered. It seems strange, therefore, that so small a percentage of the whole responded to the call for strike, and this fact would seem to indicate a lack of sympathy with the position assumed by those directing the affair, or a lack of confidence in the justice of the claims and the attitude taken. We believe that no strike should be inaugurated except in defense of a vital principle or against unfair conditions and in support of fair conditions when the circumstances are such as to make the justice of the position apparent. When a strike is inaugurated under such conditions by any labor organization we would always be glad to see it a complete success.



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CHANGE OF ADDRESS.

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Box or Street and No.....

Postoffice..... State.....

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Postoffice..... State.....

 Be Sure and Give Old Address and Division Number.



# OBITUARY

**BATES**—Brother J. W. Bates, Division 175, Memphis, Tenn.  
**BROOKS**—Brother E. O. Brooks, Division 233, Chicago, Ill.  
**BRICE**—Brother W. C. Brice, Division 180, Atlanta, Ga.  
**BUCKLEY**—Brother F. Buckley, Division 44, Denver, Colo.

**CHASE**—Brother J. G. Chase, Division 227, Lincoln, Neb.  
**CHRISMER**—Brother Calvin Chrismer, Division 143, Harrisburg, Pa.  
**CLOSTERMAN**—Brother C. Closterman, Division 119, Ft. Wayne, Ind.  
**COLE**—Brother F. G. Cole, Division 30, Springfield, Mo.  
**COOK**—Brother Thos. Cook, Division 109, Gallion, O.  
**CORBIN**—Father of C. E. Corbin, Division 89, Louisville, Ky.  
**COCKE**—Wife of Brother Charles T. Cocke, Division 105, Meridian, Miss.  
**CUMMINGS**—Brother D. S. Cummings, Division 137, Boston, Mass.

**DAVIS**—Daughter of Brother R. A. Davis, Division 151, Monett, Mo.  
**DAY**—Brother Wm. S. Day, Division 139, City Mexico, Mex.  
**DOYLE**—Brother J. Doyle, Division 129, Hallstead, Pa.

**FORD**—Brother W. F. Ford, Division 307, Elizabeth, N. J.  
**FREEMAN**—Brother R. L. Freeman, Division 269, Van Buren, Ark.

**GLOVER**—Brother D. Glover, Division 139, Knoxville, Tenn.  
**Goss**—Brother C. C. Goss, Division 39, Texarkanna, Ark.

**HERRINGTON**—Brother J. P. Herrington, Division 60, Sedalia, Mo.  
**HOLBOURN**—Mother of Brothers George, R. P. and Joseph Holbourn, Division 89, Louisville, Ky.

**JOHNSON**—Brother G. J. Johnson, Division 40, St. Paul, Minn.  
**JONES**—Brother P. W. Jones, Division 224, Wilmington, Del.

**KEENAN**—Brother M. L. Keenan, Division 285, Spokane, Wash.  
**KLINE**—Brother H. L. Kline, Division 331, Columbia, Pa.  
**KLINEFELTER**—Brother C. H. Klinefelter, Division 191, Glendive, Mont.  
**KOLLMER**—Brother Charles Kollmer, Division 235, Lorain, Ohio.

**LAYNE**—Wife of Brother O. A. Layne, Division 184, Clifton Forge Va.  
**LEMING**—Brother J. W. Leming, Division 139, Knoxville, Tenn.  
**LUTHER**—Brother H. C. Luther, Division 183, Stanberry, Mo.

**MCMAHUS**—Brother J. J. McMahus, Division 323, Columbia, S. C.  
**MOORE**—Brother J. T. Moore, Division 105, Meridian, Miss.

**NASH**—Brother A. Nash, Division 91, Portland, Oregon.

**OWENS**—Brother William Owens, Division 23, Atchison, Kas.

**PETERS**—Brother A. L. Peters, Division 357, McComb City, Miss.

**RAFTERY**—Brother James Raftery, Division 349, Crewe, Va.  
**REAGAN**—Brother J. T. Reagan, Division 275, Yoakum, Texas.  
**RICE**—Brother P. J. Rice, Division 131, Little Rock, Ark.  
**ROSLIN**—Brother C. L. Roslin, Division 1, Chicago, Ill.

**SELLMAN**—Brother R. W. Sellman, Division 5, Baltimore, Md.  
**SHARP**—Brother A. Sharp, Division 36, Pueblo, Colo.  
**SHEFFER**—Brother Joseph A. Sheffer, Division 240, Marquette, Mich.  
**STEVENS**—Brother E. M. Stevens, Division 91, Portland, Ore.

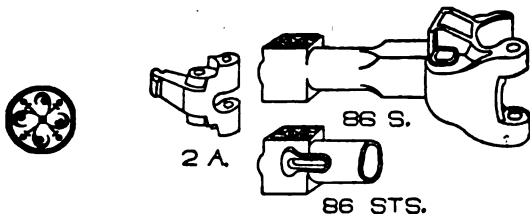
**TYRELL**—Brother T. Tyrell, Division 262, Cleburne, Tex.

**WELLIVER**—Brother T. J. Welliver, Division 340, Gladstone, Mich.  
**WILLIS**—Brother F. W. Willis, Division 74, Decatur, Ill.

**ZIMMERMAN**—Brother G. M. Zimmerman, Division 309, Scottdale, Pa.

# THE JANNEY COUPLER

The **ORIGINAL** and **LEADING** M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.

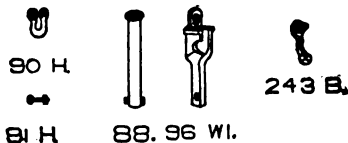


LIST OF DETAILS:

No.	Name	Material
2A	Knuckle	Steel
86S	Coupler Casting	Steel
86STS	"	Steel
88	Knuckle Pin	Steel
90H	Shank	Steel
91H	Shank Pin	Steel
94W	Locking Pin	Steel
243B	Trigger	Steel

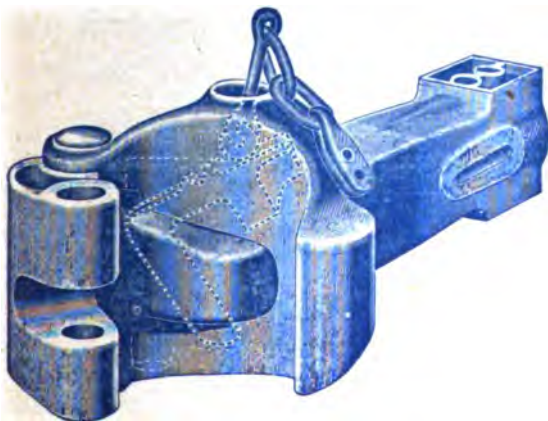
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*Gentlemen:*

We have great faith in Piso's Cure for Consumption, and we are now giving it to the baby, two and a half years old. My husband has just used two bottles and is rid of his cold. He has tried other medicines, but always has to fall back on Piso's Cure for relief. We have used it for 14 years.

Yours truly,  
MRS. W. W. MILLS.



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**RAILWAY CONDUCTOR**

---

**VOLUME XVIII.**

**1901.**

**CEDAR RAPIDS, IOWA.**

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# The Railway Conductor

JANUARY



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VOL. XVIII.

CEDAR RAPIDS, IOWA, JANUARY, 1901.

No. 1.

## RETRIBUTION OR PROVIDENCE.

BY W. D. ANDERSON.

"Now, don't say no. Here are box tickets for Faust. It plays but one night, and they say it is better this season than ever before. Come now, Mabel, mother will look after the children and you have not a thought left to worry over."

"Theatre indeed! A man in your circumstances should think of providing comfortable clothing for his family instead of buying box tickets to a theatre. Why, sir, I haven't the second decent dress to my back."

Jack Worthington worshiped his wife when he led her to the altar, and if there could have been a climax in the degrees of love it was reached when she presented him their first son, a sweet boy, the image of his mother. Jack was a conductor running freight on the D. E. & I. when he brought his bride to Belden, and all the townsfolk agreed that hers was a peculiar style of beauty, not describable, yet very attractive. Her address was one not calculated to win friends and was such that repelled rather than drew one to her; notwithstanding this Jack Worthington won her from a rival in a month's courtship, and already the townsfolk were saying that she repented her choice and now saw the folly of her romantic courtship. Jack rented a pretty cottage and invested his earnings carefully in those things which he thought would please her most.

"Why Mabel, you wound my heart terribly to hear you say this. I had no idea you needed clothes, and I will be only too happy to get you anything you ask. Remember I am out on the road nearly all

the time and do not see you except as I come in and say, 'how do you do' and 'good-bye.' I have asked you to go to Marshal Field & Co. and get everything you wanted. They have kindly consented to extended me credit whenever I choose to take advantage of it and I hoped you would do this," said Jack, earnestly.

"Credit, why Jack Worthington, were I to get what I really need your salary of \$1,200 a year would not cover it."

"Don't be unreasonable, Mabel. I do wish you will try to keep in mind that you assured me that you would be happy with me anywhere, even in the humblest surroundings."

"I was foolish then. I did not realize what hand-to-mouth living meant, but I realize it bitterly now."

Mabel laid aside the novel she was reading and bowed her head upon her arms on the table. Jack was by her side in an instant, putting his arms around her and said:

"Mabel, don't you love me any more?"

"I hate caresses; take your hands away! Leave me alone."

Jack arose and went into another room, where Frank, their little son, lay upon a robe on the floor fast asleep.

"Why Mabel, here lies Frank upon the floor fast asleep. The floor is too cold for him; he should have been put to bed," said Jack, lifting him tenderly in his arms.

"I am sure I did not know where he was and was glad to feel that he was some place where he was not annoying me."

"Does he often annoy you?" said Jack, with a peculiar expression.

"Well, a young wife wants some pleasure too, and does not want to be tied down with the care of a child."

"What pleasure do you most desire, Mabel? Can I contribute to it in any way without deserting our baby boy?" said Jack as he began to undress Frank and prepare him for bed.

"I have already told you of my desires and of your inability to furnish those things I need most. Your presence is not conducive to my happiness in any event, for I am dissatisfied with my lot."

"But Mabel, you took me for 'better or worse until death parts us,'" said Jack feelingly. "It will be a miserable existence if you harbor this feeling of dissatisfaction always. Think of your child."

"I think of my own happiness first."

"Would you be happy, Mabel, if you had all the things that you desire in the way of clothes and fine apparel? Would you again permit my caresses and reciprocate the truest love that man ever gave woman and make our home that bright little spot I long for? Would the possession of these things bring about that happiness for me?"

"Me love oo papa," said little Frank, hugging Jack and planting a big kiss on his mouth.

"So you do, Frank, and your papa loves you, but it's time we were in bed, for I expect a call about midnight," said Jack.

"Good night, Mabel."

No answer.

"Say good night to mamma," whispered Jack in Frank's ear.

"Dood night, mamma."

Jack retired and was soon fast asleep, worn out with the rigorous duties of local. Mabel arose and went to her writing desk, and unlocking it, took from thence several letters which were tied up with a bit of faded blue ribbon. They were souvenirs of her girlhood days, the letters of Jack's rival, now in another state. She read them all and placed them back again in a little drawer and locked it.

"I wonder if he could quite forgive me now. I was mad to quarrel with him on that night, but I have bitterly repented my rashness. Oh, Fred, forgive me—it is

you I love; only you." Then Mabel sank upon the floor in a swoon.

A peal of the bell awakened Jack, who sprang from bed to answer the summons. As he reached the sitting room he beheld Mabel upon the floor. Her white face and closed eyes resembled death. Jack hastily raised her in his arms and carried her to the bed, calling her all the endearing names he knew. A feeble moan finally rewarded his efforts to restore her to consciousness.

"Freddie," she murmured.

Another peal of the bell louder than before reminded Jack that he was keeping someone waiting without. He staggered as he arose to attend the summons. He realized now why she was unhappy, and in his anguish he prayed that this might be his last trip.

"You get 54 Mr. Worthington, at 2:15. Sign here," said the caller presenting the book in which men called signed the time of the call.

"Bob, tell the general that Mrs. Worthington has just had a fainting spell and that if I am not there by 1:45 to call another man."

"Oh—all right sir; I hope it won't be anything serious. Good night."

Jack found Mabel slowly regaining consciousness. He had secured a bottle of smelling salts and was applying it to her nostrils when she pushed his hand away, saying:

"I am quite well again, you need not attend me further. I felt faint, but I have recovered. You may go to bed."

"I am quite willing to stay with you Mabel, but if you really feel well I will take my run out. The caller has been here."

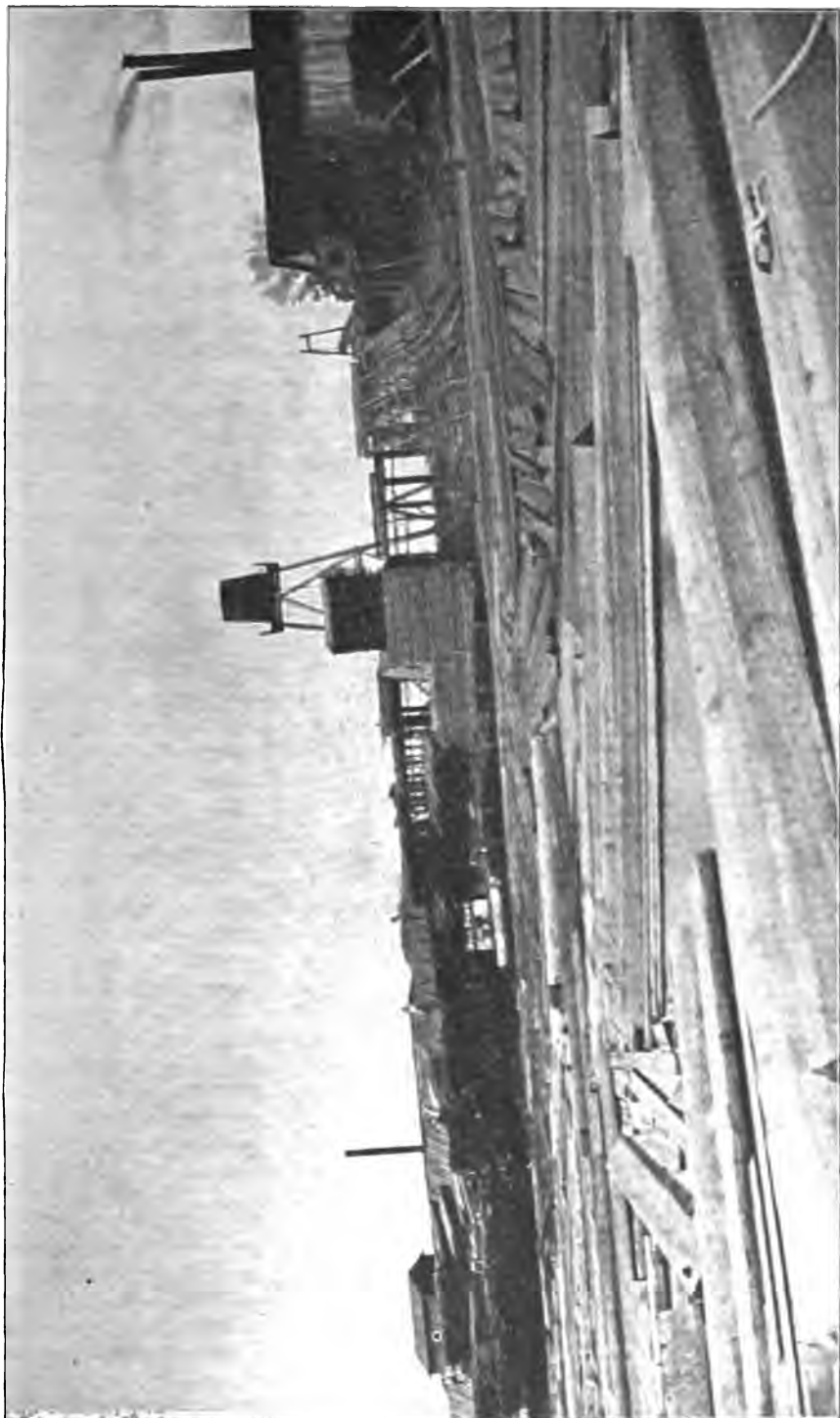
"Go," she said simply.

Jack's hope that his mortal existence might be ended on this trip was not realized. He was called for a local run which had been in charge of an old conductor for years, and who was dismissed without assigned cause. Before going out he found an envelope bearing the superintendent's office head thereon in the mail box addressed to himself. He hastily tore it open and read:

Superintendent's Office, June 16, 18—  
Conductor Worthington:

This will advise you that you will run





**LAKE MILLS, MOSS POINT, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.

the run vacated by B. M. Jones until further orders. This is in line of promotion. I wish that you will see that all merchandise cars are properly sealed upon leaving each station and keep the same under your supervision at all times, using strict vigilance to detect any tampering of seals, and if possible secure the arrest of the pilferers who have been operating on our trains. This is for your personal information.

H. H. HARDESTY, Supt.

Jack had heard rumors that Jones had been dismissed for dishonesty, but no confirmation followed his dismissal, and the report soon died out. Jack found three old brakemen on the car who had served Jones several years, and who were efficient men as need be to execute the work on so difficult a run. He went into the car as the train left Belden with his arms full of way bills. He greeted the men with a pleasant greeting and said:

"Boys, here is encouragement for your ambitions," and set to work opening each package and arranging the bills contained in them in station order.

Jack was considered an expert in this line and soon he had the entire lot piled up in neat order in front of him, each bill bearing the initial, number and destination on the back for ready reference.

"You are certainly a hustler, Jack," said Wimple, one of his brakemen. "Old Jones never could have busted that stack till he got to Spring Junction, and here you are ready to play."

"I hope I can make the work go off quickly and that we will make the time. I believe I have the crew to do it, too," said Jack.

Jack remembered the injunction from the superintendent and at every station insisted upon sealing the cars.

"What's the use sealing 'em, Jack, between here and Hampton. We've got to open 'em again at Collamer, where they haven't any sealer," said Wimple.

"Oh, it's an idea of mine," replied Jack.

Wimple was not in the caboose when the train pulled out of Hillson, and Jack inquired of Harry Vaughn where Wimple was.

"Over on the engine, I guess," said Harry evasively.

Jack finished noting on his record the work done at Hillson, then turned and said:

"I always like to make sure where my men are when I leave a station. So I believe I will go over to the engine and see if he is safe."

"Never mind, Jack, I will skip over and see."

"I want you to stay on the rear end," said Jack, slipping on his gloves and preparing to depart.

As he opened the door Harry said anxiously:

"Jack, if you don't find Wimple on the engine don't think I have meant to tell you a willful lie. You will learn sooner or later where he rides, and while I dare not express my convictions, I want you to bear in mind that whatever wrong is done I have no part in it."

Jack felt that he was about to make a discovery of some nature, but he did not betray his convictions.

"I know that order about all hands on the engine, but I do not believe that Mr. Hardesty would be severe upon men in local service," said Jack as he passed out.

Once upon the tops of the cars with the wind blowing into his face at the rate of fifty miles an hour was no pleasant experience. But Jack was used to such hardships as these and bravely made his way over the icy tops. When about midway over the train he spied a common rail spike, which had been recently driven into the roof of the car he stood upon, just over the door. Kneeling down, he secured a foothold upon the spike. He knew it was a car laden with much valuable merchandise and wondered if the presence of the spike had aught to do with any attempt to secure admission to the car while the train was in motion. As he peered over the edge of the roof he noted that the seal was broken and that the door stood ajar. Peering over still further, until he could look within, he saw Wimple engaged in selecting a number of packages, which were apparently fabrics from the mills of eastern manufacturers. He did not disclose his presence, but continued on to the engine. His presence there caused some astonishment, and all looked askance of one another. There was an apparent embarrass-

ment marked plainly upon the faces of all, but Hank Hogan, the engineer, first found his tongue, so to speak.

"What's wrong, Worthington, what brings you over the hurricane?"

"Just wanted a little fresh air," said Jack.

A sly wink passed between fireman and engineer, while the fireman gave Hoxie a significant nod.

When Jack turned to give Hoxie some instruction about the work he found him gone. Climbing on the tank in order to get a better view of the tops of the cars he observed Hoxie lying on the top of a car looking downward, while Wimple's head protruded directly underneath. At that moment Hoxie received a sack which Wimple raised up. The fireman, who had been a witness to this also, imparted the news to the engineer, who opened his whistle and gave such a screech that Jack was quite willing to get his head within the cab.

"Of all the whistles that Rogers ever made that one is certainly the most ear-splitting," said Jack, as he got down.

Hogan gave a gruff laugh and said:

"We don't often have conductors crowdin' the cab and we want 'em to appreciate all the comforts when they do come over. I'll tell you, Worthington, I may pull you a long time, but you won't find me monopolizin' any space in your way car. I believe that the place for an engineer is on his engine," said Hogan.

"I infer from that that you think that the place for a conductor is in his caboose. Well, we won't quarrel about our opinions, Hank, but let us understand each other here. So long as you pull me you will find me on any part of the train where, in my opinion, my duty calls me. I appreciate your kindness and understand the motive in giving me a taste of "all the comforts" on the engine when I come over. I want to work with you in harmony, if possible, but keep in mind that Jack Worthington is running his train from the pilot to the rear draw-bar in the caboose, with all due respect to your responsibility as an engineer," said Jack, determinedly.

"O, Jack, you are thin skinned. I didn't mean any harm in what I said at all. Of course you are the captaining of the

train, and we know that you are the proper stuff to get 'em there, and I want to do my share of the work. If I don't suit you, Jack, tell me right out and there won't be any hard feelings," said Hank, now offering Jack part of his seat.

"You are a good man with an engine, Hank, and I could not improve on you in the whole locomotive department. I hope we will get along first rate."

They were now approaching Collamer, but at such a speed that Jack could not safely get off of the engine at the station.

"Twelfth car," called Jack to Hogan as he stood on the step ready to let go. "Hold 'em Hank, or they will go by."

Hogan seemed to know what he was doing, for an emergency application of the air brake was made which brought the twelfth car standing at the platform.

Jack saw Wimple and Hoxie open the car and when he arrived they were busily handing out the consignment of that place. He turned the bills for freight unloaded over to the agent and the train pulled out. Not an expression on Jack's face betrayed his knowledge of the theft committed. Even Wimple and Hoxie seemed satisfied that they were safe. The trip was completed without further incident, and the return trip as well. On his arrival at Belden, Jack registered and deposited his reports for the trip in the train mail box. He was wondering what report to make of his discoveries when the door to the little office opened and Hogan stood at his elbow.

"Jack, I want to have a little talk with you."

"All right, Hank, come up to the boys' room and we will be alone."

They climbed the stair and reached the place designated as the boys' room, which was a temporary place for rest while waiting for their trains to arrive.

"Sit down, Hank, we are all alone, and you can talk to your heart's content."

"Well, Jack," he began, "we are all hammering away on this old local for a living, ain't we?" Jack nodded. "We don't get any too much pay for the grief we've got to bear, and I believe we are all of one mind on one thing, and that is, that we can't give our little wives and

children the clothes they would like to have on the salaries we get."

"That's so," said Jack vehemently, as he called to mind Mabel's words only the trip before.

Hogan felt that he had touched a responsive chord and continued:

"Now suppose you should go home and find that some friend had left a good lot of such finery as women love and find her you loved best of all on earth delighted with it, and should put her arms around your neck and hug you for your generosity. Would you consider him a mean fellow? tell me that."

"But these are only suppositions, Hank. What conclusion do you expect to draw from it," said Jack, smiling as he imagined Mabel with her arms about his neck and his supreme happiness in seeing her gratified.

"Naw they ain't, either. Now, when you go home just keep in mind this word from me. The boys on the local want to be your friends and we hope you won't forget our intentions for the sake of the duty you owe a soulless corporation, who would discharge you tomorrow and see your family starve. Now I ain't a'go'in' to say another word, but just go home and let me know how you feel tomorrow."

Jack wended his way home with many conflicting thoughts. He had arrived at a conclusion of what he might expect, but what should he do?

Upon entering, Frank bounded forward to meet him and led him into the dining room, where a neat repast was being spread by the servant.

"Suppo is weddy, papa, sit wight down," said Frank.

"I guess not quite ready, Frank—where is mamma?"

"In deah," he said, pointing to an adjoining room.

Jack entered and found her lost in admiration of a pile of fabrics of wondrous richness of texture. Lace from foreign looms, silks of the most exquisite workmanship and other fabrics of beautiful design met his eye everywhere. He stood amazed.

Mabel arose and put her arms around his neck and said:

"I thank you, Jack, for your kindness to me. Perhaps I do not deserve such

consideration after my treatment of you, but they are beautiful—the most beautiful I have ever seen, and I feel that you have tried to satisfy my vanity. The expressman delivered them but a short time ago, and since then I have been trying to frame words to express my thanks."

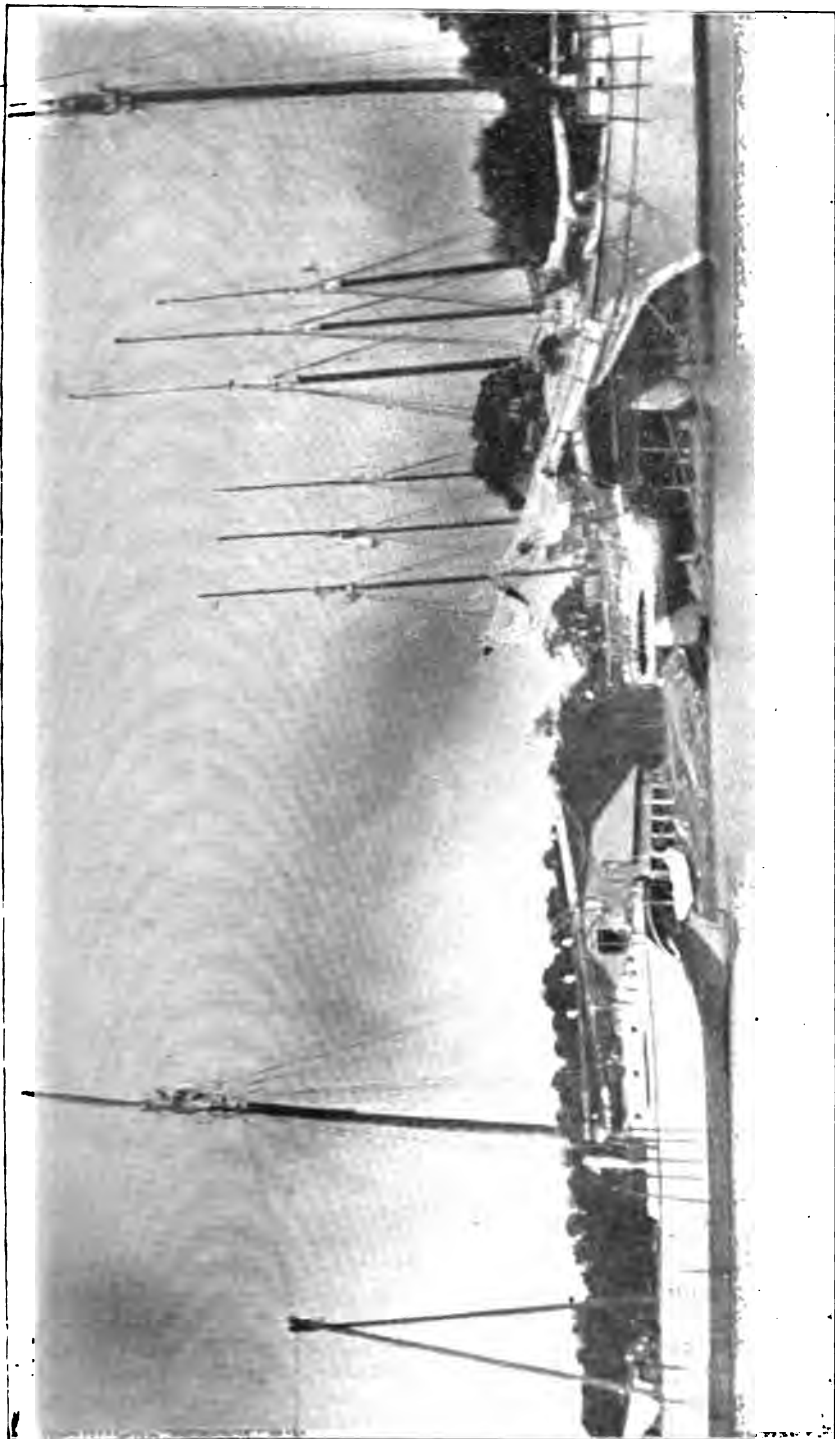
Jack folded her in his arms, but could not utter a word. Here was a moment of happiness purchased at the expense of honor, perhaps. Should he say, I did not send them, they are stolen goods? He satisfied conscience by saying to himself, I will wait until tomorrow and then tell her.

Jack heaved a sigh and partook of his evening meal with an assumed light-heartedness that he was far from feeling. Little Frank was used to the lack of affection on the part of his mother, but he looked with expectancy for his father's arrival, for it meant to him a jolly time and a romp with papa, who had to represent every animal of burden, and sometimes some of the fiercer sort pictured in his books. Jack amused him until, tired out, his little head fell upon his breast sound asleep. Mabel had retired early to escape the annoyance of the romping, which caused her head to ache, she said. She did not go to sleep, however, but sat down beside her dresser and drew forth paper and pens and began to indite a letter. After several efforts she seemed to have produced something to her satisfaction, and placing it into an envelope she sealed and directed it. She then began the inspection of her wardrobe, a cynical smile playing over her face as she inspected each dress. Seemingly satisfied with the inspection she murmured:

"These will do. I must sleep now, for tomorrow night my rest will be broken, and I don't want the roses to leave my cheeks."

It was long before Jack's eyes closed in slumber. He lay thinking of Hogan's words, and if he had entertained a thought of exposing the theft he had discovered it vanished when he thought of Mabel's happiness in the possession of those things which he could not buy for her. His cheek still burned where her lips had kissed him, and he could feel a glowing warmth where her arms had encircled his





• **REAR VIEW OF PRENTZ'S SHIP YARD AT SCRANTON, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.

neck. Visions of richly laden cars floated before his closed eyes, and he imagined his humble home transformed into a palace, with every luxury surrounding her who was his idol. His brain was busy concocting plans to cover robberies after they had been committed. He saw the rich rewards that came to him as the fruits of his silence alone, and stifled the whisperings of conscience by saying to himself, "they alone are guilty. I know not from whence they come. Why should I hesitate when at last I have found the open sesame to her heart."

With this he fell asleep to dream over again the plans he had drawn in mind while awake. Again he saw his little home transformed into another of magnificence, whose every appointment was princely and complete. The scene changed, and she for whom he had worked and for whose love he had become a thief, stood before him as his accuser. Then the air grew stifling. He felt himself entombed behind great iron doors, which seemed to shut out both light and air. He heard his own little son calling for him to come forth. He tried to cry out; he beat upon the door with his clenched hands and clutched at his throat in vain for breath. His brain whirled until it seemed he must go mad. He saw Hogan and Wimple in the corners of his cell, deriding his efforts and chuckling in fiendish glee at the torture he felt they had brought upon him. Outside came that plaintive voice again:

"Papa! Papa!"

With a supreme effort to crush his tormentors he threw himself upon them. He awoke to hear Frank's voice again.

"Papa, wake up! Me can hardly breeve. Oh, my!"

Jack could hear a crackling sound and a roar like the rush of a mighty river, but a terrible oppression had settled over him, and it was with difficulty that he raised up. As he struggled to a sitting posture he saw a tiny flame shoot out near the floor. He staggered to a window and threw it open, gasping for breath. Smoke poured forth in great volumes, while the grounds adjacent to the house suddenly became illuminated with a vivid brightness. He realized now the reason he could not awaken.

"Fire! Fire! Fire!" he shouted.

Hastily clothing himself and catching up such things of Frank's as came to hand, he caught up his little son, now nearly suffocated, and carried him through the window. Neighbors now began to arrive. He thrust him into their hands and again entered the house. As he opened the door leading to the sitting room he was met by a great flame that seemed to swallow him. Only for a moment did he hesitate, then dashed into the very midst it seemed. The flames had already reached the stairway which Jack was ascending. As he passed the servant's door he found her awake.

"Close your door and call for help at the window," he said, passing on.

He tried the door to Mabel's room and called for her to open. Then he threw himself against it with all his force. It yielded. She had already been rescued. Jack nearly overcome with suffocation and exhaustion sank upon the couch she had recently occupied and buried his burned face in the pillows for an instant. He felt that he must soon leave as already he felt the stifling heat. He looked for something to bear with him which had belonged to her. He could not see but as he groped here and there his hand fell upon her dresser. A few articles were found where she had laid them together with a letter, which he hastily thrust into his bosom and made his way to the window. His appearance was a signal for cheers on the part of those who had seen him enter the flames, for his long absence had already cast a gloom over those who watched for him to come forth.

"All are safe, Jack; come out!" they cried.

Sympathizing friends offered every assistance and opened their homes to the now destitute family. Mabel had saved nearly all her clothing, having been the first to awaken, and seemed to bear their loss calmly. She was very anxious now to leave the spot which had been their home and insisted upon starting at once for Memphis, to live with her parents until Jack could again re-build. The following morning Jack bade them good by and as the train steamed out of the st

tion all the brightness of life seemed to go with it.

He climbed the stair leading to the conductor's room and there threw himself upon one of the couches to rest—to think. He had not removed his clothing since the fire and all that he possessed he had upon his person. All that he had accumulated was now gone. Even she who was dearer than all else seemed forever lost. As he lay thus he thought of the trinkets he had rescued which were hers.

"They will remind me of her however insignificant they may be," he said, bringing forth now for the first time the articles he had found upon her dresser on that terrible night. He smiled as he noted several articles which had been used in the arrangement of her hair. Then he drew forth her wedding ring. Jack placed it to his lips and said:

"That above all other things," then glancing at the superscription of the letter,

"Frederick Russell, Belleville," he gasped.

"No, I will not believe it. She is my wife. I will enclose and send it to her—no, I will not read it—I trust her too implicitly for that—but just a glance at the address," he whispered.

"My darling Fred," it read.

"Am I dreaming? This is a horrible nightmare," he said, pressing his hands over his eyes as if to shut out some hideous vision.

"It cannot be, yet it says:"

"Can you ever forgive my rash act? Oh, how bitterly I have repented our quarrel. I am going home tomorrow. It would please me very much to see you and be assured that you still love me. I shall look for you as we pass through Belleville. I am so unhappy.

Affectionately your  
MABEL.

Jack lay like one dazed. His face did not betray the burning emotions that raged within his breast. No outward sign of grief, disappointment or anger manifested itself in that mobile countenance. He arose and placing the letter again in his bosom, passed out into the hall, then approached a door over which shone in gilt letters the word "Superintendent."

A gentle "come in" came in answer to his knock.

"Why Worthington, I am glad you have come." It was Superintendent Hardesty who thus greeted him. "Sit down here by me my boy. I learned of your disaster and I have a hearty sympathy for you. Can I be of any immediate service to you?" he said kindly.

"No, sir; I have not decided what my future purpose shall be."

"Do not be discouraged, Jack; I realize that your accumulations have all gone up in smoke but it might have been worse. So long as our losses are confined to worldly goods they may be replaced. The possession of worldly goods does not constitute happiness you will find. You have the pluck to succeed and I have long admired your upright character and tenacity of purpose, and it has been my intention for some time to show my appreciation in a substantial way, but we will speak of that later on."

Jack felt his conscience condemn him as the keen gray eyes of the white-haired old man seemed to look him through. But he had come to him with a purpose born while sitting in an adjacent room and under a most terrible conflict of mind in which honor came out victorious. He had even accepted his misfortunes in a philosophical light and looked upon them as an act of Providence to save him from ruin. And if any one thing decided his intentions to maintain his honor, it was the vivid recollection of his terrible dream and the hideous faces of those who jeered at him.

"I hope, Jack, that my abrupt change to business matters will not disturb your mind at present, but there is a matter to which I wish to call your attention; yet if you desire, it may rest a few days until you feel better prepared to discuss it," said Mr. Hardesty, considerably.

"I would like to hear it now," said Jack.

"I have here some papers relating to a shortage consigned to Terry & Morris, importers, to the amount of \$900. The records show that these goods were shipped and checked in O. K. The seal records over the lines prior to delivery to us tally O. K. Our records show this car



sealed by you at every station and delivered sealed at destination. Yet these goods have apparently been abstracted while en route over our line. I put you on this run to ferret out if possible, the perpetrator of these robberies. Have you discovered anything which would lead you to believe that my suspicions are correct or must we look to the point of delivery for these shortages?"

"The shortages occurred on our line, Mr. Hardesty. Listen and I will give you the result of my discoveries and at the same time tell you a little of my history connected with it."

Then followed Jack's recital of every detail connected with his discovery, not even concealing his own temptation to become a criminal nor the reason which prompted it. His candid confession together with the determination to maintain his honor was not lost upon the superintendent. He paced the floor some time in thought.

"Jack, I appreciate your noble character. I appreciate the struggle you have made. I know what contending emotions would fill a man's mind under similar conditions. I have only this to say: Forever maintain your honor, forsaking all else in the world if placed against it as a sacrifice. The crown is not in the beginning but in the end," he said laying his hands upon Jack's shoulders.

"I will, sir; I look upon my misfortunes as an act of Providence and I assure you, sir, I appreciate your noble sentiments more than I can tell you."

"I believe you, Jack, and now we will speak of what I had in mind when you came in. And if there lacked any reason why I should not have carried my proposition into effect which I have had in mind, your own confession to me today has satisfied that reason and I am now satisfied that you possess a character such as I love to associate with. I want you to go to Belleville tonight and report to Mr. Smith who will instruct you in the routine of duties incident to the office he holds. It is my intention to transfer him to other duties and on the first of the month you will assume the position of trainmaster at that place. Circulars will announce this tomorrow. Do not hesitate to call upon me at any time you need ad-

vice. Good bye, Jack, and good luck attend you."

Jack could hardly believe his senses as he descended the stairs.

"Well, I've seen all kinds of weather in a few hours but this last storm was the greatest of all. As I was taught to ask God's blessing on every great undertaking, I will say right here: God help me to bear my trouble and succeed in this—and help me to forget her."

There were tears in his eyes as he moved down the street.

That evening found Jack a passenger on the train bound for Belleville, where he was to take up his duties as trainmaster. He felt that his journey was taking him nearer to her who had been so dear to him. Then he mused: would she regret to learn of his discovery of the letter—would she ever come back knowing that he held such proof of her unfaithfulness—would his promotion interest her? He put these thoughts aside as he remembered his promise to the old gray-haired man who trusted him.

They were nearing Belleville when he felt an emergency application of the brakes. He roused himself quickly, as if anticipating a shock to follow. As the train came to a standstill, he noted the hour was midnight and arose to ascertain the location and cause of the unusual stop. As he reached the platform he heard the engineer say:

"We hit a horse and buggy back at the anglin' crossing. Guess we'd better back up and see if any one is hurt, Mart."

In answer to a signal the train moved slowly backward until the crossing was reached. Jack was first to tear away the debris of the wrecked carriage. A sickening sight met his gaze. It contained a man and a woman, both quite dead. He pulled them from the wreckage and laid them upon the green sward. The features of the woman were so horribly mutilated that they bore no resemblance to the former self. As soon as the names of several witnesses had been secured they were placed in the baggage car and taken to Belleville, now but six miles distant.

On arrival at Belleville the news soon spread that a tragedy had occurred, and soon the platform was thronged with in-



**ROBINSON LAND AND LUMBER CO., MOSS POINT, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.

quisitive persons who gazed upon the poor unfortunates. Soon one of the number exclaimed:

"The man is Fred Russell, without a doubt, but I cannot recognize the woman."

Jack overheard the remark and a chill struck his heart.

"Can it be possible? I must learn the truth."

The face was so badly disfigured that recognition was impossible. The clothing was not such as to satisfy his mind, yet it bore a strange resemblance to hers. His hands trembled now as if with ague and great beads of perspiration stood out upon his brow. He lifted her hand.

It bore his engagement ring. Then he pitched heavily upon the floor.

Tender hands of his companions carried him into the little office away from the gaping crowd. When he regained consciousness he gave no explanation to those about him of his sudden faintness, but assumed a natural air and assured them that he was all right again.

Approaching the operator's table he seized a message blank and wrote:

"June 6, 18—.  
James G. Fanning, Memphis, Tenn.:  
Mabel and Fred Russell killed tonight in a carriage six miles from Belleville. Come take charge of remains."

JOHN WORTHINGTON,"

"Who is she—do you know her?" said the operator.

"Yes, I knew her. She is the daughter of the addressee. Did you see a woman arrive here yesterday accompanied by a servant and a little boy?" asked Jack, eagerly.

"Yes; they were taken to the Peabody."

Jack waited for no more, but immediately made his way to the hotel. We will draw the veil over the touching scene as he clasped his little son to his heart.

Little is left to tell. Jack proved to be of the right sort, and now occupies the position of the lamented Mr. Hardesty.

Hogan, Hoxie and Wimple were given long sentences in penitentiary for their career of crime, which extended over many years.

Jack's pride is well placed in his son, who they say is a chip from the old block, but he has never found another to bear the honor of his name.



## SELF MADE MEN.

BY JOSE GROS.

A German newspaper published in the capital of Russia gave the world, some time ago, a satire of certain developments in American life. We hold it to be very useful for us to know what others think of us, even if they exaggerate our bad tendencies and overlook our good ones. "The Liberty Digest" has given us a transaction of that satire. We shall suppress the most uncharitable items and simply give the central and least offensive ones. It is as follows:

"There was once a little boy called Freddie. He did much for the entertainment of the neighborhood by fishing in other people's private ponds and picking other people's fruits. When scolded he said, I am a free citizen. When his father was urged to punish the boy he said, I cannot degrade a future president

of the United States. We cannot do here what is done in enslaved Europe. By and by the boy was placed under a shrewd business man. In due time Freddie became shrewder than the old man, and controlled the concern. Later on Freddie bought a railroad and oiled the machinery of congress so that to have tariffs exclude everything he wished to sell dear, and there was no competition. And Freddie was always pious and God fearing, and was moved to tears when his pastor in the church spoke of divine blessings. Freddie is now busy making his fiftieth (50th) million. His latest operation is that of large profits from sales of grain to the starving millions in India. Freddie is the pride of his fellow citizens, a self made man in the most idealistic sense of the word."



Before we commence to give any of our views on the above "satire" let us say that no American citizen has the right to blame anybody for the millions he may see fit to accumulate. He simply does what we tell him he has a right to do, what almost every one of us shall do if he has any chance to do it. Then, we must never forget those solemn words, "judge not." Some men would like to have those words used as a muzzle with which to bind the tongue of every citizen, so that he should never refer to any social wrongs. And what are we men but living mummies if we remain silent against the sins of the social fabric we live in? Our most sacred duty is then to judge our race, our own nation, our own selves. If we don't, we become partners in all the iniquities of our own nation.

Take now the satire in question. It can only be demolished by proving how some men can accumulate millions in 10, 20 or 30 years, as long as the race at large, in the last one or two centuries has only been able to accumulate at the rate of \$3,000 per average family group, when each such family represents not far from two wealth producers, and most of them have hardly anything but debts and rags. The \$3,000 we refer to exclude all monopoly values, all land and franchise values created by monopoly laws and representing but the value of natural opportunities, value given to the few through laws of injustice, laws of privilege, the very ones that government, majorities even, have no right to enact.

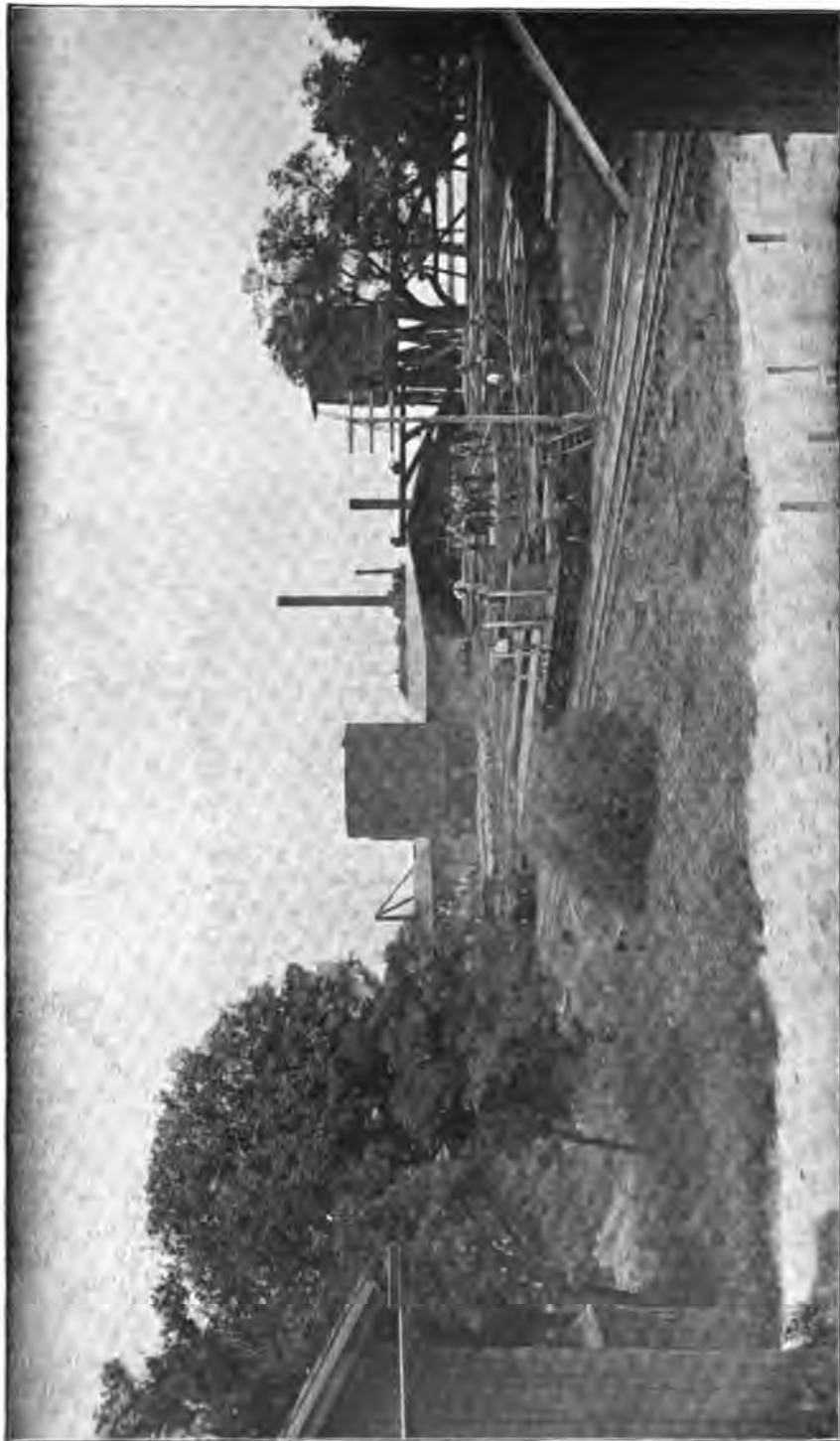
Do you suppose that under a decent progress it would take one or two solid centuries for us to accumulate the miserable sum of \$3,000 average to each family group, with not far from two wealth-producers for each, actual or potential? A decent civilization would accumulate at least ten times that sum in twenty years. We shall give data if our assertion is doubted. And that decent civilization would not pile most of its wealth in the hands of a few self-made men; self-made when most of the rest are not made at all. A decent civilization would give wealth to all, poverty to none. And we are all poor as long as we can only make something of a living by permission of some self-made men.

But stop. We think we hear the distant squealings of many brethren saying: "And what about those degraded creatures who don't want to work, or waste their earnings in vicious habits?" Our fine squealers overlook, it seems to us, the great fact that it takes a degraded progress to evolve degraded men, and that only mummy citizens, even if loaded up with millions, can perpetuate a degraded progress for long centuries.

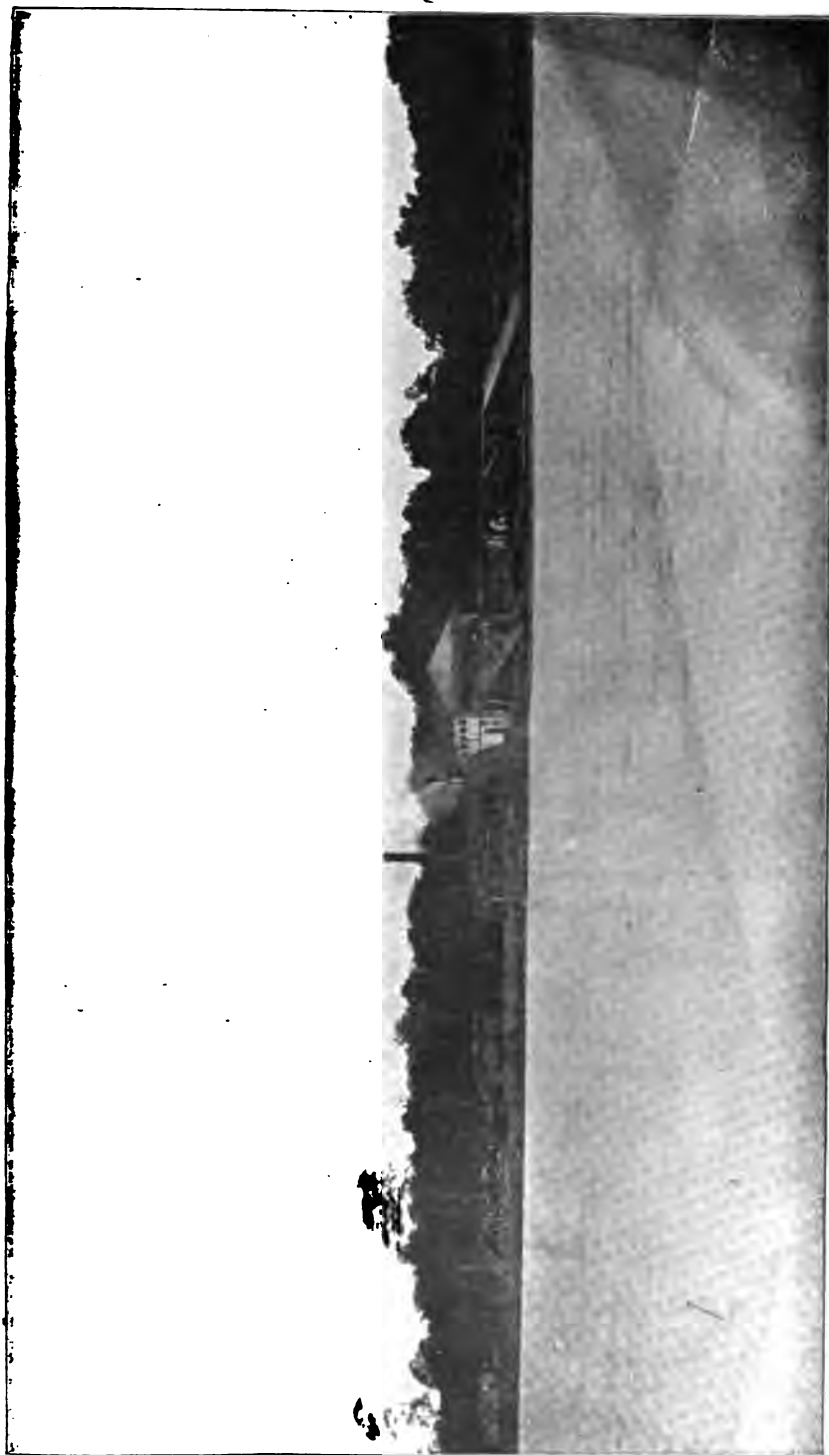
Please remember that we are judging ourselves. It is only in that way that we can learn how to behave and escape condemnation. If somebody feels hurt, we beg their pardon. We ourselves feel hurt and try to bear our own pain and unpleasant feelings.

Those degraded creatures, the scape goats of our own superior selves—we often come in contact with them, and at least in many cases we find them to be the greatest workers that ever lived, the greatest savers or economic creatures that ever lived, in relation to the scanty opportunities that our Cain-like progress leaves to the many, by simply letting the few take most of the opportunities that a natural progress would give to all.

Before any of our readers desire to controvert some of our preceding indications, or lay them aside as foolish or unjust, let them stop to see the stupidity of that sentence, to be found nowhere on earth but among ourselves—"Self-made Men." To begin with, there may be mighty few such men who don't need to be ashamed of many and many mean personal acts between the age of 20 and 60, if not before and after the two extremes when most of us can accomplish anything good or bad. Then, what proportion of self-made men have done their best to be honest citizens and so have stood for an honest civilized status; one that should give to all men the natural rights that God gives to them? We demand a precise answer to that question. Are we unreasonable in that? Until a full, satisfactory answer has been given, proving the logic and sense of those words—"Self-made Men"—until then, we can hardly blame most foreign nations for not thinking that we are any better than themselves? Who after all can be self-made but God himself? In so far as we try



**THE LOUISVILLE AND NASHVILLE R. CO.'S CREOSOTE PLANT AT WEST PASCAGOULA, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.



**F. GAUTIER & SONS' MILL AND YARD, WEST PASCAGOULA, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.

to realize divine ideals, we are made by God. In so far as we give the cold shoulder to divine ideals, we are made by Mammon. There is no middle term between those two ideals. The ego, the self, apart from humanity, what is he, despite all his wealth or power in any sense? Would he be able to accumulate any wealth away from humanity? Would he be able to exercise any power away from man? Not even the brightest fellow that ever existed could have climbed up in any sense whatever without the direct or

indirect help of other men. How often in business the concern worth one million would go to pieces if it could not have, say \$20,000 for a few weeks from a concern worth but \$200,000? And beyond a certain point, the job of wealth-getting is only possible in proportion to the stupidity of the working masses in the respective nation. In a social compact composed of real free men, no one would ever be more than two or three times as wealthy as the average honest worker, that is why we prefer present conditions.



## THE CONDUCTOR'S DREAM.

MARY A. DENISON.

Conductor Ben—as he was generally called—was a handsome, florid, smiling giant, six feet two, correspondingly broad chested, of fine proportions, and one of the greatest favorites on the road.

Instinctively, children looked up to him and smiled. The lady passengers knew that in him they had a sympathizing listener, for he was a gentleman to his very finger tips, and all the employes on the train were proud to do him a service. His clear blue eye, his low, musical voice, his quick smile, illumining every feature, all united to make him the general favorite of men, women and children.

"I don't know what's the matter with Ben," Conductor Cartright said, one morning to one of the habitues of the train.

"Why? What do you mean?" was the returning question.

"The man is blue. I never saw him blue before. He is always the life of the train. Here he comes."

"Hello, Messenger," said Ben, as he came along, but there was gloom in his eye. The lines of his face were nervously drawn—particularly around the mouth.

"Hello, Ben—all right today?"

"Oh, yes—I suppose so—but—well—I've felt strange all day. You see I had a dream," he went on, hesitatingly. "Pshaw! dreams are nothing—and yet"—he looked up, his lips were quivering.

There was almost the suggestion of tears as his eyes fell, and he set his jaws hard.

"What was your dream, pard?" asked Messenger. "This is an off day with me, you know, and there's still half an hour till the starting of the train. Tell me; I may make you feel better. Out with it."

Conductor Ben looked at the group of faces outside the closed gates—the men with bags and bundles, the women with bags and boxes and babies beside, the restless children pressing their faces against the cold iron, the rustle, hustle and confusion of porters with trunks and porters with barrows.

"Let's go a little further down the platform," he said, and then I dare say I shall be foolish enough to tell you."

The two men walked off, out of the noise of an incoming train, steam, whistles and bells, till they stopped at a comparatively quiet spot.

"This dream," Ben said, thoughtfully, touching a brass button on his friend's uniform, "has made a fool of me. You—you've seen my wife and child?"

"Why, certainly I have, and a sight good to see. The little one is an angel of beauty and—"

"Not an angel, for God's sake; don't say that, for that was my dream," and Conductor Ben squared his shoulders and tightened his lips. "You see it was this way: I dreamed I went home and every window in my house was shrouded

a black. Horrible sight! Something I can never forget. I'm not superstitious—at least I never thought I was—but it turned the blood in my veins to ice, before I entered the house, which was deserted. I went through room after room, calling the names of my wife and child, but there was no answer. Every room was empty. Then I cried louder, like one in a frenzy, and presently a sweet voice said, 'Father!' It was above me, and I looked up. There were wife and child floating, floating upward, further and further away, but still holding out pleading arms to me, while I was fastened as by chains to this lower earth, and could neither move nor speak. God! the very tenor of it thrills me from head to foot, even now."

"Yes, man, but it was only a dream," said Messenger, unwilling to let his friend see how the man's anguish had impressed him. "I've always heard that dreams go by contraries. According to that one, you should be going up, and the others watching you. The black windows meant that when you see them they'll be all alight. Oh, come; I don't believe in dreams; had a good many bad ones in my time. Nothing came of them."

"But it's the horror of the feeling that possesses me," said the other. "I never felt so wretched in my life. And it grows upon me; it tingles in my veins; it makes my very fingers nerveless. I can hear nothing but my child calling me; I can only see my wife's agonized face. Messenger, something has happened to one or both. They haunt me, they haunt me. I'm all unnerved. How I shall get through that stretch of sixty miles after we leave Bender Station, I don't know. I shall feel like throwing myself bodily from the cars."

"That would be foolish, Ben, but see here. To all intents and purposes you're a sick man. Let me take your place from Bender Station. I go forty of the sixty miles and get off at Roundsville. The next twenty miles will be of little account. You get off at Bender Station and go home; get your wife to give you something hot and go to bed. You'll be all right in the morning, and nary one of you an angel yet, nor for some

time to come, please God. How does that strike you?"

"It strikes me that I'm a big coward, Messenger. By Jove, I never shirked duty before, and I don't like to do it now."

"It's the only way I can see out for you, my dear fellow. As I said, you are sick, soul and body. You want nursing. One need only to look in your face to see it. You had better get off, as I said, at the station, and it's no shirk, for I will assume the responsibility."

The two were walking now, back and forth, for time which never lags for the most inveterate pessimist was visibly shortening. There was a hum among the crowds, a rush as the gates were opened, and the motley throng buzzed in, breasting the inevitable jam, and pressed along toward the particular cars that awaited them.

"Messenger, I believe I'll take your advice," said Conductor Ben, as they moved now toward the cars. "I wouldn't blame you if you thought me a confounded fool, though," he went on, "and I think worse than that of myself. Still—"

"You are no more a fool than I should be, under the same conditions," said Messenger, "so don't say another word. I'll wire you from our place and you can wire back. I hope the bearings won't get as hot as they did yesterday—two boxes ablaze when they ran into Jersey, ran that way the whole length of a division. Step lively. All aboard."

Conductor Ben went his rounds with a pre-occupied air, and eyes that saw absolutely nothing but the faces of his wife and child floating in the dim ether far, far above him. When the cars stopped at Bender Station, Messenger came along.

"It's all right," he said. "I'll hold the record for the next hour. Good night and good luck."

"Thank you, my good friend," Ben said, as he lowered himself. "Just wait till I can do a favor for you."

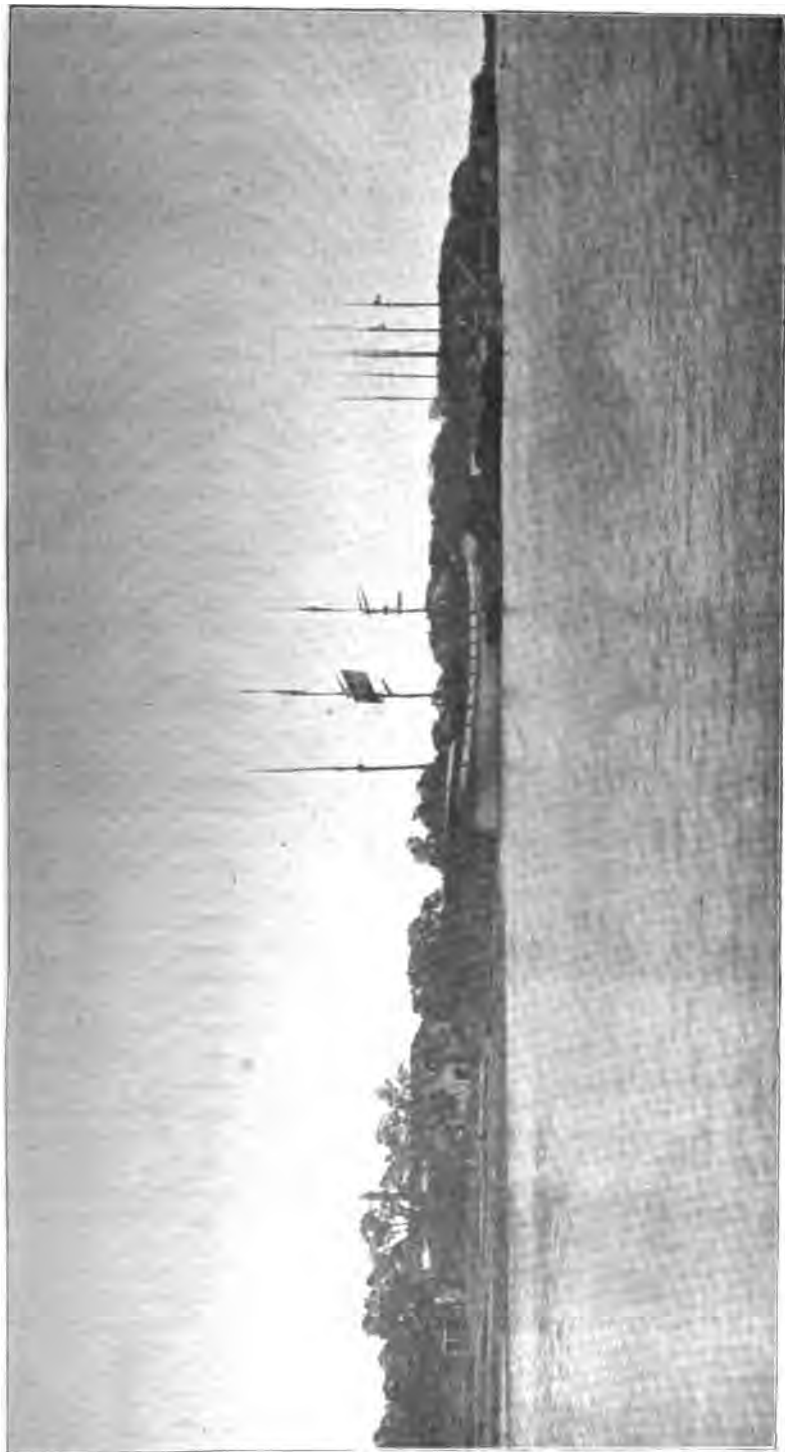
"By the way, remember me to the household," laughed Messenger, "I'll be bound they'll not be sorry to see you."

It was cloudy, but every little while a full moon dipped under the flying scud



**MEADEBROS. MILL AND YARD, SCRANTON, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.





**RIVER VIEW AT SCRANTON, MISS.**  
Courtesy Pascagoula Commercial Club, Scranton, Miss.

and shone beautifully upon the wayside station. The man in charge, swinging a lantern, recognized him and bowed and chuckled.

"Off before your time, ain't ye, Captain?" he asked.

"Yes, a little," Ben answered. Only the difference of a few hours," he added. "I suppose the folks are all well."

"Fur's I know, Cap'n," was the response. "The jedge didn't come, did he?"

"He wasn't aboard the train," said Ben.

"Thought he was to take the special," said the station master; "always does."

"Well, he didn't tonight," Ben answered, and stepped from the platform, singularly conscious with the first pressure of mother earth that all his nervousness was gone.

"I was a blanked fool," he said, soliloquizing, "to let that dream make me miserable. Well, I can't help it now, only Messenger will laugh."

The sound of approaching wheels reached his ear. Presently a top-buggy drove up and stopped.

"That you, Captain?" called a manly young voice. "Didn't father come in this train?"

"No," said Ben, "the judge wasn't on board; did you expect him?"

"That's what he wrote," said the young fellow, looking out and along the track. "Rather strange, but he does make a stop-over occasionally. Get in, Captain, and I'll drive you home."

"Thanks," said the conductor, as he availed himself of the invitation.

"It's not your usual time either, is it?" the young fellow asked, as he turned the old gray's head; "at least I don't remember ever meeting you at this hour."

The blood rushed to Ben's face, and again he anathematized himself for a fool.

"I—had an errand"—he said, leisurely, "and took this opportunity. I suppose everybody is well," he went on, assuming a lighter tone.

"Oh, yes; healthiest town on the county map," was the answer, as the young man flicked at the shadows with his whip. "Dead slow, though. Wouldn't mind it if I could get off every week, as you do.

Hy, Dick! He scares at nothing. Here we are, pretty near home."

Ben looked out through the interlacing branches of the road-side trees. Yes, one could see spots of red, and now the windows came in view, brightly lighted. With that sight the last remnants of Ben's heart-sickness rolled away, and he had all he could do inventing an excuse for his unexpected home-coming as he left the buggy, and with a quick "good night and thank you," went toward his own doorstep.

"Oh, it's my papa!" a sweet, childish treble rang out, and there in the doorway, framed in the light that flooded the room beyond, stood his wife, and beside her a beautiful child, with Ben's own blue eyes and her hair floating in curls from a white brow.

"Why, Ben! you scared me at first," said his wife, reaching on tip-toe to kiss him, for she was a tiny creature, pretty and sylph-like. "How came you home so early?"

"I got off on the down train," said Ben, feeling meaner and meaner, knowing that he had no rational excuse. "Messenger was on and—he—took my place for tonight. Good fellow, that Messenger."

"Indeed he is, and I'm so glad! I see now why I waited supper. Baby and I went out nutting this morning and had such a late dinner that we put off tea. Now you can take it with us, You're sure you're not sick," and she scanned his flushed face anxiously.

"Not in the least," said Ben, trying to speak in his own hearty fashion, but making it a lamentable failure, on account of several inwardly directed kicks at himself.

"Why, Ben, it's the first time in six years that we've taken tea together. You won't want your hot little supper at ten."

"No indeed," was Ben's answer, as he caught up the little girl at the close of the meal. "Sunshine and I are going to have a good time together. Come, baby, what shall it be, dominoes, or a ride on horseback?"

"Dominoes," said the child, and ran eagerly to get a much-valued set, her last Christmas gift.

Mrs. Ben watched them, still wonder-

ing what had brought her husband home so early. For the life of her she could not help a hardly-concealed anxiety. There was something about her Ben's manner that puzzled her. She knew his temperament by heart and tonight he was not himself. Except when he talked to the child he seemed preoccupied, uneasy, and often she asked herself, "I wonder what he came so early for?"

Settled down in her chair, however, with her baskets of pretty wools about her and a real work of art in her hands, she gradually merged her anxiety into a definable pleasure, and wished that she could spend every evening as delightfully.

It was nearing ten o'clock when there came a violent pull at the bell.

"Shouldn't wonder if it's a telegram from Messenger," said Ben, who, after the little one had been tucked away in bed, had seated himself at his wife's side, with the evening paper in his hand.

He went to the door. Yes, it was a telegram. He took it into the light and the boy waited. The paper read as follows:

"CONDUCTOR BEN:

Train derailed between here and the next stop, ten miles off. Two conductors killed and thirty passengers killed and wounded. That's why you stepped out. Thank God for the dream!"

"Oh, how dreadful!"

Ben's wife had read it all over his shoulder—perhaps it would be safer to say under his arm—but at all events she read it in some fashion. Ben wrote in great haste on the back of a letter:

"Will see you tomorrow, on the twenty. God help us, what news! Found all safe and well. I recognize the providence. BEN."

"What does he mean by the dream, dear?" asked little Mrs. Ben, her face white and startled.

"I never meant to tell you what a fool I made of myself," said Conductor Ben, and then he told her his dream and subsequent suffering. Before he was through the wife was sobbing on his breast, clinging to him as if her life depended on his nearness.

"Once or twice I have imagined that," she said. "Oh, if they had brought you home"—and then she sobbed with her arms close clasped about him.

Only the men themselves could interpret the look with which Ben and Messenger met, on the following day, on the morning train.

"Worse than we thought," the latter said, with blanched lips—thirty killed and twenty wounded. You were saved as by a miracle."

"Thank God for the dream," said Ben, with a long-drawn breath, and the next minute he was calling out, "Tickets, please."



## INTERESTING INFORMATION.

The manufacturing and farming interests seem to be about equally benefited by the increased export trade with Porto Rico which has followed the Porto Rican tariff act. That act went into effect May 1, 1900, and the Treasury Bureau of Statistics has just completed the figures covering the five months of our commerce since that act became operative. These figures show that the exports to the island from May 1, 1900, to October 1, 1900, were \$2,754,205, against \$758,802 in the same months of 1897, the last year in which Porto Rico was under the Spanish flag, or nearly four times as much in the

eight months of 1900 as in the corresponding eight months of 1897. All the great classes of manufactures show a marked increase in 1900, as compared with 1897, and so do all the great classes of agricultural products.

This remarkable growth in our exports to Porto Rico is especially interesting and somewhat surprising in view of the statements made during the discussions of the Porto Rican act, which indicated that owing to the destruction of crops and property in Porto Rico by the hurricane of August, 1900, the people of that island would have little to sell and prac-

tically nothing with which to buy. Yet the imports into the United States from the island have more than doubled in the five months since the act went into effect, as compared with the same months of 1897, and the exports to the island, as already shown, have nearly quadrupled.

The list of imports is very much smaller than that of exports, the chief items being sugar, hides, tobacco and coffee. The list of exports includes a very large number of articles, among them being agricultural implements, books, maps and engravings, corn, meal, flour, candles, chemicals of various kinds, coal, cotton goods of all classes, and especially cloths, dried fish, gunpowder, builders' hardware, electrical machinery, cutlery, pumps and pumping machinery, steel rails, nails, pipes and fittings, and numerous other manufactures of iron and steel, boots and shoes, harness and saddles, paper of various grades, rice, vegetables, manufactures of wood and many other articles.

\* \*

More than a hundred million dollars' worth of India rubber has been imported into the United States during the past four years, and more than sixty million dollars' worth in the last two years. A decade ago the annual importations of India rubber amounted to about \$15,000,000, now they exceed \$30,000,000, and are steadily increasing. Practically all of the importations of rubber come in the crude form for use of manufacturers, who are constantly extending its application to various new lines of industry. Northern Brazil, Southern Mexico, the West Indies, Central Africa, India, the Straits Settlements and the Dutch East Indies supply this increasingly important feature of our importations. Probably no single article has made a more rapid growth in its relations to manufactures, and consequently commerce in the past few years than rubber. As a consequence attention is now being given to the cultivation and systematic production of the various plants and trees from which it can be produced.

The above statement is suggested by the receipt by the Treasury Bureau of Statistics of a publication detailing the systematic efforts being made for the cul-

tivation of India rubber trees and plants in the British colonies, especially those of Central and South Africa. This, coupled with the well known fact that our own Department of Agriculture has already begun experiments and inquiries in this line in the island territories of the United States, adds greatly to the interest in this question and to the possibility that the \$30,000,000 a year which we are now sending out of the country for this product may be expended among American producers. The fact that Southern Mexico and Central America are natural producers of india rubber in considerable and increasing quantities, and that large quantities are produced in, and exported from the islands and mainland immediately adjacent to the Philippines suggests great possibilities in this line, both in Cuba, Porto Rico, and in the Hawaiian and Philippine Islands.

India rubber is not, as is generally supposed, the product of a single tree, but on the contrary is produced from a variety of trees and plants. Some of these flourish only in a moist soil and atmosphere, while others thrive on stony soil, provided they receive ample though intermittent rainfall; though in all cases a tropical or subtropical climate is requisite. Most of the india rubber of South and Central America and India is from trees, but in the islands of the Indian Archipelago the supply of rubber is chiefly from a gigantic creeper, which in five years' growth attains a length of 200 feet and from 20 to 30 inches in circumference, and which yields annually from 50 to 60 pounds of caoutchouc. Java, Sumatra, Penang, Singapore and French Indo China are already large producers of crude india rubber or caoutchouc, and its production in the West Indies has been sufficient to indicate the entire practicability of its being made an important industry in Cuba and Porto Rico, as well as in the Hawaiian, Philippine and Samoan Islands.

\* \*

The American workman is contributing more than a million dollars a day to the export trade of the United States. The products of American workshops exported during the nine months ending with September, 1900, amount in value to

\$338,678,243, or considerably more than an average of one million dollars a day for each day, including Sundays and holidays. Counting only working days, the contribution of American workshops and workmen to the export trade of the United States averages a million and a half dollars daily. This grand total of three hundred and thirty-eight million dollars of exports of manufactures in the nine months ending with September, 1900, is three times as great as in the corresponding months of 1890 and nearly two and one-half times as great as in the same months of 1895. In 1890 the exports of manufactures in the nine months ending with September amounted to \$113,899,554; in 1895 they amounted in the corresponding months to \$145,793,834, and in the same months of 1900 they were \$338,678,243. This shows a gain of \$32,000,000 in the five years from 1890 to 1895, and of \$192,000,000 in the five years from 1895 to 1900.

Every industry contributes to this vast aggregation of American manufactures, which bring into the United States from other parts of the world more than a million dollars daily. The various manufactures of iron and steel exported in the nine months ending with September last brought to the United States \$97,313,060; the refined mineral oil exported during the same period brought \$52,046,134; copper and manufactures thereof, \$46,299,392; wood and manufactures of, \$40,355,547; leather and manufactures of, including boots and shoes, \$19,870,691; manufactures of cotton, \$16,614,906; agricultural implements, \$14,396,787; chemicals, drugs and dyes, \$10,214,414; carriages, cars and other vehicles, \$8,214,681; paraffine and paraffine wax, \$6,024,737; paper and manufactures of, \$5,155,915, and manufactures of tobacco, \$4,348,306, while hundreds of other articles contribute in sums ranging from a million dollars downward.



## THE FIRST SNOW.

I cannot say I welcome you, first snow.  
Just as I did when I was young, you know;  
And snow seemed but a fleeting winter joy  
To charm the outdoor hours of a boy.  
For then I felt no rigors of the cold  
Such as attack me now that I've grown old.

Wet feet, or dry, I thrived like green bay tree;  
From colds and coughs and pains and aches full free.  
Through all I never lost a healthy flush—  
I even revelled in a heap of slush!  
Since then, with growing age, I've learned to fear  
The snow and icy season of the year.

In looking back on coasting days I shrink  
To see how close I stood upon the brink  
Of all the ills I brave now, do I dare  
To take a single breath of cold, fresh air.  
Now, did I coast or wage a snowball fight.  
Then would I cough and shiver through the night:

Or play in slush—no power on earth could save  
Me from a hasty and typhoidic grave.  
For all of which I blame you not, first snow:  
You can't do otherwise—you do not know.  
Yet, as I see your first flakes flut'ring fast,  
I breathe a hearty prayer they'll be the last!  
—Philadelphia North American.



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### GREETINGS OF 1901.

In extending to each of our readers the greetings of a new year and a new century, we feel that all alike share the belief that there lies before us another year as full of incidents conducive to our welfare as the one just closed which fittingly marked the close of the last year in the last century. Within nearly every Division room lies a fitting memorial of our labor as an organization which through the combined efforts of our committees and Grand Officers, and supported by every man who has taken our obligation, has brought to us better wages, better conditions, and surrounded our families with comforts they never knew before. While it is true that that memorial does not include all roads in the country nor present a general equitable rate of pay, it is full of inspiration and stands as a monument to the untiring devotion of our committees and the loyalty of the members who accomplished the same. It affords a precedent that will not only inspire those who do not now enjoy the full fruits of their labor to compete for their reward, but will prove a lever to obtain by reason of the nature of its provisions on other lines.

The steady increase in not only membership, but in Divisions as well, has a pleasant significance as we begin the new century. The interest taken by the members in every matter relating to our government and the good of the Order generally, augur well for an institution that may well be said to be yet in its

infancy. The possibilities for general good are unlimited, and with the same careful, conservative methods that have been employed in raising us to the state of eminence we now enjoy, we may reasonably hope to reach the highest pinnacle that it is possible for labor to reach. That we have devoted our efforts on commendable lines is evident from the successes and distinctions we enjoy. A careful observance of the same policy is therefore necessary to the furtherance of our Order's welfare and it behooves every member to lend his assistance to this end.

While we have reason to look back with pleasure upon many events in the past year we have also been called to mourn for those who have crossed the great divide into that eternity into which the souls of those who once commingled with us have gone. We can not close the century without paying some tribute to those who labored with us and who were our Brothers even though it revive recollections that are sad to us. Let their earnest endeavors be a reminder to so consecrate ourselves to the noble work of the Order that the memory of each shall constitute a monument to the Order and stimulate us in the faithful performance of every duty.

We extend to each and every member the greetings of a happy new year and trust that each may renew within himself the determination to devote himself more assiduously to the interests of the Order and thus feel its beneficent influence which loyalty alone insures to us.



## WHERE THE CREDIT BELONGS.

A number of newspapers throughout the country are enlarging upon the merits of the rule adopted by the Burlington system which prohibits its employes from partaking of intoxicating liquors while on duty, or from frequenting places where it is sold. The rule further provides that tobacco shall not be used about passenger stations or on its passenger trains by its employes.

To members of the Order the introduction of this subject at this late date as a matter of news or as a new innovation to better the service, is rather stale. To the men themselves belongs the credit of pioneering the noble resolution to stamp out every vice that has left a stain upon the name of railroad men. It is not long since, and entirely within the recollection of many men in active service, that not only the employes of many lines of railway in the United States, but officials as well, were permitted the free and unrestricted use of intoxicating liquors. If the public are inclined to give the credit to the railway companies, that in this latter day are posting restrictive notices, will stop to think of the terrible influence that liquor wields over the poor victim who has been its slave, and of the thousands of men who were addicted to its use only a few years ago, they must know that some influence far superior to that of a company's prohibitive notice has pioneered the way that makes the observance of those rules so generally recognized. There were among us those who foresaw all the evils arising out of the use of intoxicants, and who assiduously devoted themselves to the noble and glorious purpose of raising his fellow man and Brother in accordance with the precepts of our institution. Our Order has within its ranks today missionaries, who are still at work to this same end, and upon whom devolves the credit of the emancipation that is erroneously credited to the influence of the prohibitive orders issued by our several railroads.

But from whatsoever influence came the marked change in the character of the personnel of the men employed on our railroads, it is to be appreciated most

heartily. That the restrictive and prohibitive notices posted by the several companies are influential in furthering the work that the Order has begun, we do not deny. We welcome any auxiliary; but let it be understood that the general temperament of men in train service is such that they do not yield readily to being driven, whether from faults acquired or into propositions which affect their rights, and we would have the public understand that if any credit attaches itself in any connection that it must go to the men who constitute the Order, which has wielded its influence over the hearts of those who have become its votaries. We are jealous of our successes, for they constitute the foundation upon which our institution rests. We willingly accept assistance to any end which strengthens that foundation, but we resent any claim to our patent.

While the tobacco habit has not been generally discouraged, its use in and about stations and by passenger conductors has been the subject of much criticism by those who have had the betterment of men employed in train service at heart. It would be but a repetition of a long line of argument worn threadbare at our meetings to here give reasons for its disuse by those who come into contact with the traveling public, particularly the gentle sex. Here again, we are brought to face a proposition that found birth in our Division rooms, and which the influences of our Order have done much to mitigate.

As we thus labor we not only make ourselves more valuable servants to those who employ us, but its reflex action is wholesome to the soul and gives tone to our characters as men. It inspires the public with confidence in the man who has charge of the train from the "point of the pilot to the rear draw-bar in the train."

The Chicago Times Herald has the following to say with regard to the order issued by the Burlington:

The traveling public will heartily and unqualifiedly commend these regulations, and no employee who has a proper concep-

tion of the responsibility as a part of a great transportation system will object to them. The railway company, it will be observed, does not assume any right to say how employes shall conduct themselves when off duty.

We have dwelt sufficiently long upon the subject to whom credit should attach in the above matter, but it is only proper to call attention to the latter clause, which says that the company resigns further interest in the employe after he shall have completed his trip. It appears that they relinquish their authority at a time when the employe is supposed to be master of his own deportment.

While they might exercise such moder-

ate authority as would insure for them the observance of a good general conduct among the personnel of the men they employ, they wisely refrain from any action which would at once be taken as a disposition to extend authority over the homes of those they employ. Here their jurisdiction must cease, but the sacred influences of our beloved Order pervades every home and spreads its influence there, paving the way for the grand results which have made better railroad men, better husbands, better citizens and better members of that royal institution, which teaches us Fidelity, Justice and Charity in Perpetual Friendship.



### AN UNSOPHISTICATED HOBO.

The escapade of Susan Shelly, of York Springs, Pa., who made her way from her home to Chicago, Illinois, disguised as a tramp, and riding in true hobo style in box and stock cars, clad in male attire, has been taken up by the press throughout the country with recitals of her adventures. The Philadelphia North American says:

Friends of Susan Shelly, the girl hobo, whose home is in York Springs, fourteen miles from here, say that she is now on her way east and will soon be with her parents. It is her purpose, they say, to write a book of her adventures in the realm of hobodom.

Miss Shelly has acquired much notoriety during the last few months, while traveling through some of the Middle Western States in male attire. She has posed variously as a homeless tramp, girl of education and refinement in search of work, a young author on the hunt of material for a book and a detective. Whenever possible she appeared in men's clothing.

It was Miss Shelly's particular delight, as she said, "to keep the police guessing." And in this she succeeded. Dressed in a ragged pair of trousers, blue flannel shirt and threadbare coat, she would slouch into a town in the typical hobo gait, and there levy on the citizens for food, clothing and money in the true tramp style. She delighted in having the police on her trail and seemed to get great enjoyment out of their peremptory orders to move on to another town.

The girl's queer case was investigated some time ago by former Mayor Maurice

C. Eby, of Harrisburg, and her pyrotechnic career in the west was thus revealed to her family. Eby says Miss Shelly has no intention of violating any law, but that she is consumed by a desire to become famous.

Perhaps not one of the papers publishing accounts of her adventures realize what dangers attach themselves to such a foolhardy undertaking as this, and we believe that with a full knowledge of the possibilities of a fate worse than death, which encompassed her on all sides, she would have shrunk in horror from attempting it. The experiences she had in stealing rides on trains and of begging food, or of being subject to dangers arising out of disaster to the trains she was on sink into insignificance when taken into account with the horrible fate which might have befallen her. We assume that she is a lady from the fact that she has long occupied a prominent place as a teacher and from her candid acknowledgment that the trip was made with the purpose of gathering matter for a book, which she intends to write; yet, were the "goo-goo" eyes that she says conductors and brakemen cast upon her properly interpreted, they would undoubtedly reveal to her mind a spirit of loathing; for men in train service cannot, or do not conceive virtue traveling in a garb that would indicate only the lowest of creatures. Pity alone was perhaps the incentive which

induced trainmen to permit her to remain upon their trains, but it is safe to say that they felt under no necessity of offering her any protection because of her sex. Thus it will be seen that she was wholly without protection, and, if possible, more obnoxious than the male hobo whom she impersonated.

The nameless crimes committed almost daily upon every line of railroad throughout the United States, and of which no cognizance is taken by the law from the fact that the characters involved are of that migratory class known as hoboes, who have sunk to the very depths of infamy, only picture to our mind the more vividly the horrors which God permitted her miraculously to escape. The exciting experiences which she purposes to relate in her book will undoubtedly inspire others to attempt similar experiences. We have no doubt that there are those who need but the incentive of Miss

Shelly's experience to do so. While there is nothing particularly reprehensible in becoming a box car passenger, or in asking alms, there attaches to a trip of this nature horrors that are too odious to be mentioned here, and any influence tending to encourage escapades of this nature should be most vigorously condemned.

Those who from experience know the dangers to be encountered in a trip of this kind cannot but shudder at the awful possibilities, and pray God to avert every incentive which might have its influence upon the minds of our daughters. We, therefore, most bitterly denounce Miss Shelly's ambition to spread broadcast her experiences. It is enough to know that she has invited the worst of fates without picturing to the minds of our daughters her enlivening experiences and thus instilling similar purposes in their minds.



### ALABAMA'S TRAMP LAW.

The state of Alabama comes to the front with the enforcement of its law intended to abate the tramp nuisance. This law was passed in 1898, and since its passage has been the means of almost entirely eliminating the robberies of its cars while in transit, thus proving that the major number were committed by tramps who infested the trains of that state. Mr. J. I. McKinney, superintendent of the Mobile & Montgomery division of the Louisville & Nashville, writes in *Railway Age*, as follows:

In 1898 the legislature of the state of Alabama passed the following act, which has proven to be of great value to the railroad companies as well as the farmers of the state:

#### AN ACT TO PREVENT PERSONS FROM BEATING THEIR WAY ON RAILROAD TRAINS IN THIS STATE.

Section 1. Be it enacted by the General Assembly of Alabama, That any person other than a railway employe in the discharge of his duty who, without authority from the conductor of the train, rides, or attempts to ride, on top of any car, coach, engine or tender, on any railroad in this state, or on the drawheads between cars, or under cars on truss rods or trucks, or in any freight car, or on a platform of any baggage car, express car, or mail car, on any train in this state, shall be guilty of a misdemeanor.

Sec. 2. Be it further enacted, That any person charged with a violation of the first section of this

act may be tried in any county in this state through which such train may pass, or in any county in which such violation may have occurred or may be discovered.

Previous to December, 1898, our road between Mobile and Montgomery was infested with tramps. Many times they were so numerous that the train crews could not control them. Depredations were committed by them in every imaginable form—breaking into cars, stealing freight, wrecking trains, etc. On one occasion, between Flomaton and Mobile, they took possession of one of our trains, shooting the brakeman and throwing him off; and at another time shooting in the knee a brakeman who had put some of them off; again, four of them shot one of our freight conductors. When they were put off trains they would frequently place obstructions on the track, causing wrecks; hence the necessity of the above law.

As soon as the law became effective our special agent on this division, M. R. S. Mitchell, began working on the matter, enlisting the aid of the different sheriffs and deputies of the counties through which the road passes. All unauthorized persons caught on moving passenger or freight trains were arrested and tried before the different courts, and they were given anywhere from 60 to 120 days. After sentence they were sent to the saw-mills to work out their fines.

Since the law went into effect we have arrested and convicted 300 offenders, and the good results of this action have been far-reaching. We have noticed a wonderful decrease in the number of cars broken into and robbed. We have not had an attempt at a train wreck since the law was passed. Formerly the tramps camped along the right-of-way and foraged on potatoes, peas, corn, chickens and other farming products, and anything else they could steal. The farmers along the line all feel the good effects, and are loud in their praise of such a law.

If the legislatures of the different states would pass similar acts it would have a wholesome effect and put a stop to the evil now resulting from so many unauthorized persons riding trains, and possibly would do away with the nuisance of the "tramp."

The alarming number of murders of our own members during the year 1900 by tramps creates a most earnest desire on the part of trainmen generally that some law be enacted in every state to protect them. When we speak of the army of hoboes that infest our country we must not assume that they each have an objective point where they expect to remain after they arrive, or that the constantly moving throng are an endless procession which never again travel over a given point. Our personal experience has taught us that the same hobo travels over the same territory many times in course of a season, and we have in our recollection the faces of scores who have become common on trains on which we were employed. It is not infrequent that the hobo adopts a sobriquet analogous to the road over which he travels, and at many water stations are to be seen hundreds of aliases defacing its buildings, executed in all manner of jack-knife carving. We have in mind one sobriquet followed by the year in which it was carved, to which was added seven consecutive years, each year denoting a pilgrimage over the line. If those who defend the hobo as a result of industrial depression could be brought to face inscriptions of this nature year in and year out, they would come to the conclusion that the tramp is a poor barometer with which to judge the business conditions of the country.

The ancient adage, "every man has his mark" seems to lose its force when

applied to the tramp who seems to have no ambition save that of roaming from place to place, eking out an existence as best he can, too lazy to contribute his muscle or brain work to any end; but ever aggressive against the laws of society generally. We often hear him spoken of as the harmless tramp: There are no harmless tramps. His natural idleness would banish him according to socialistic laws and by our state laws he is defined a transgressor of the laws of our country. He is a parasite who thrives upon the work that others perform. The majority of this migratory class can no longer be looked upon as honest men in search of employment; on the other hand they comprise almost every class of criminal, and their acts of lawlessness have assumed such proportions as to threaten the very safety of citizens who venture out after dark.

If those who still maintain that the tramp is the result of industrial depression, and as such is entitled to our aid and sympathy, will put himself in the place of those whose duties bring them into daily contact with them they will learn that the defense they are lending to this class is putting a premium upon idleness, vice and crime and encouraging a certain element to join the ranks of "the unemployed" under the guise of laborers who are subjects of industrial depression. We can cite a number of instances in which jobs paying \$1.50 per day went begging for men during the past summer and at one point along a line of railway which was offering this rate, hoboes were taken from the cars and lined up and offered these jobs, which they refused almost to a man, saying that the country owed them a living and that they did not have to work. An exchange has said of our editorial on the tramp in a previous number, that it was inspired by a tyrannical nature. Perhaps our experience has had something to do with moulding the sentiment we utter in this connection, but if we would look to experience as a guide in any affair—if we would be honest—we must give the result of our experience as we found it and not as we would have it to apply to support certain theories we have had in mind.



**A CASE OF BAD JUDGMENT.**

In its issue of Nov. 17, 1900, The Railway and Engineering Review recites a history of the differences between the Telegraphers and the management of the Santa Fe System for the lines west of Albuquerque in connection with which a strike order was issued in November, resulting in some few employes retiring from the service for a short period before the order rescinding it was received. Inasmuch as we are not acquainted with any of the facts surrounding the controversy, we take no issue with the ideas entertained by the review as to the merits of either side.

In the same issue, the Review treats this matter editorially and attributes to the railway employes generally and to the officers of the organizations of railway employes a disposition and policy which they do not entertain or act upon. The Review says:

With regard to the method employed by the telegraphers and at times by other railway organizations, some things are suggested by the incident which should receive careful consideration. A railroad is a public institution, and, as society is constituted and business organized, its functions cannot be interrupted without serious loss, not only to the railroad and its employes, but to the public which both serve. When a railroad is built its projectors fully understand that they take upon themselves certain obligations to the public which they are bound to fulfill, and in conformity to the principles underlying this obligation the employe should understand that when he enters into the service of a railway company he in turn is morally bound by such obligations and has no right to take any action that will interfere with the proper performance of such obligations. Not only dollars but lives are frequently dependent upon the regular and prompt performance of railroad schedules. Contracts are continually being made dependent upon such performance, and the idea that any one for the sake of personal profit or personal prejudice has the right to interfere with such performance ought not for a moment to be tolerated.

While it is true that the railroads serve the public by furnishing transportation, they are not public institutions in the sense conveyed by the above utterance. They are common carriers of a quasi-public nature. It is true that the governments, state and national, reserve and

exercise the right to control them in some directions and to some extent; but if the conditions imposed by the state or national authorities are shown to be unduly oppressive or to unreasonably reduce the revenues so as not to leave reasonable returns or profits upon the private capital invested, the courts set aside the action. It is true that the functions of a railroad cannot be interrupted without serious inconvenience and loss, in which some portion of the public must be involved. If the ones who built railroads had always been controlled by the sense of obligation and duty, with which the Review credits them, how much better it would have been for the railroads, their employes, and the public, as well! Instead of roads built for speculation or for a sort of piracy upon roads already operating in that territory; instead of poor roads, furnishing the poorest kind of service for a time; bled until their physical condition was so bad as to make their operation positively unsafe; bankrupt; sold under foreclosure; their obligations repudiated and wiped out and the roads finally reorganized under the ownership and enterprise of private owners, who make good roads out of them and who furnish good service, we would have seen roads built upon the basis of good service from the start, and upon a financial basis of paying fair returns upon the money honestly invested.

The average railway employe fully realizes his duty to his employer and to the public. He also realizes that he owes a duty to himself and to his family, and in seeking to establish the best reasonable conditions of employment and the highest rate of compensation that is consistent with right and reason, he realizes that his first duty is to himself and to his family. He is very considerate of the rights of others, and the history of the relations between the railroad employes and their employers will show as reasonable, considerate and conservative action on the part of the employes as can be boasted of by any other class of wage-earners. Railway officials are, as a rule, considerate of their employes, but the owners of the properties are not always

equally considerate, and many of them act on the principle which seems to be very clearly announced in the words of the editor of the Review in another article in the same number from which we have quoted. He says:

A railroad corporation is not operated for the purpose of catering to the whims, prejudices, or even convictions of its officials when those things are the cause of reducing the revenues or augmenting the expenses. On the contrary, it is absolutely obligatory on the part of any official to adopt the course which will result in the most net revenue for his company, regardless of his personal wishes in the matter.

The man who enters railway service does not, by that act, surrender either morally or in fact, any part of his citizenship or of his rights as a citizen. If the conditions of his service on the railroad become distasteful to him, he has the right, both morally and legally, to decline to longer serve and he has the right, legally and morally, to leave the service of that railroad company "for the sake of personal profit." The money lender has a right "for the sake of personal profit" to refuse to loan his money except under conditions satisfactory to him, and he is not held legally or morally responsible for suffering or loss which may follow and which might have been averted if he had loaned his money. Coal producers may refuse "for the sake of personal profit" to produce more than a certain amount of coal, and they are not held legally or morally responsible for suffering that may follow by virtue of the fact that certain ones are not able to purchase coal which they might be able to purchase if it was produced in unlimited quantities. The physician or surgeon has the right to refuse his professional services except on conditions and under terms acceptable to him, and those conditions and terms usually involve "personal profit." He is not held legally or morally responsible for deaths or suffering which may occur and which possibly might not have occurred had he been willing to give his services. A railroad company may refuse to run a special train except upon terms acceptable to it and it is not held morally or legally responsible for any inconvenience or suffering or loss that may result because those

who desired to use the special train were unable to secure it.

Railroad employes, through straightforward and businesslike methods within their organizations, have, in the main, secured fair rates of compensation and fair conditions of employment. There are some places where the wages paid to them are still very low. In addition to the loyal and faithful service which they almost universally give to the railroad companies and to the public, they assume risks that are assumed in no other class of employment, risks to life and limb, which were stated by a soldier president of the United States in a message to congress, to be as great on the part of the average trainman as the risks assumed by the average soldier in the time of war, risks which result in one out of every 155 being killed and one out of every 11 being injured annually. It may be argued on this score that the risks have been materially reduced by the adoption of safety appliances which have cost the railroads large sums of money. It is true that large sums of money have been thus expended, and the result must be increased safety to the employes and a smaller percentage of accidents to them in the performance of their duties. But these safety appliances have also operated greatly to the benefit of the railroad companies themselves. They have made it possible to haul trains of much larger tonnage than could be hauled before and it is very safe to say that the percentage of the cost of hauling freight, per ton per mile, which is chargeable to wages of enginemen and trainmen, is not now one-half what it was before the passage of the law regarding safety appliances.

The disposition of the organizations of railway employes in connection with any disputes which may arise between the employes and the companies is very clearly demonstrated by their attitude toward arbitration as a means of settlement of all such disputes. These organizations have urged and secured the passage of a law which makes it the duty of the Chairman of the Interstate Commerce Commission and the Commissioner of Labor to undertake, by conciliation and mediation, to adjust any dispute which may arise involving interstate commerce and



in the event of their being unable to so adjust it, to propose arbitration. There have been very few conflicts between the employees in the operating department of our railways and their employers during the past decade and it is safe to say that there has been no important difficulty of that nature in which the employees would not gladly have submitted the controversy to arbitration rather than to resort to extremes. There is no instance where the railway employees in any important numbers struck and then told their employers what they wanted, while there are instances where the receivers of railroads have, without notice to the employees, issued order for reduction in the pay of the employees, on the heels of which came an injunction from the federal court, in which, in one instance, at least, the employees were restrained from conferring together and from leaving the service of the receivers in such a way as to hinder the operation of the road. Motion to modify this order in these particulars was overruled but on appeal to the United States Circuit Court of Appeals the decision of the District court was reversed and the legal rights of the employees was thus defined by the proper authority.

Again the Review says:

The moral of the question is plain. Either the men employed on railroads, and those who advise them, must come to a better understanding of their duties to the public in their related capacity and adopt some other method than that of the strike to overcome their grievances or else laws must be made which will compel recognition, upon the part of railway employees, of the quasi-public character of their employers, and which will compel them to give such notice of their intention to give up their positions as will not interfere with the obligation of their employers to the public and to the government.

This language of the Review seems to admit of no mistake as to its meaning. Analyzed, it says,—the employees must find some means of protecting themselves against unjust decisions and unfair conditions and of defending their rights without resorting to a strike, no matter what the provocation may be, and if they do not do this, they should be compelled by law to continue at their work until the employing company can relieve them without embarrassment to

the service of the company. A law of that kind would be a relic of past days, when the laws of England prohibited a workingman from asking or receiving more than a stipulated sum for his services and when the rates of wages were fixed by the privy council to the King and announced by the sheriff. If such a law were possible, it would operate to drive out of the service all of the self-respecting manhood and would force the railroad employees to work for less than one-half of the compensation which they now receive. The thinking, ambitious and independent-spirited young man would not seek service under such conditions. We do not rail at railways or corporations as such, but we do make the plain, unimpassioned statement that without organization among the railway employees, the wages would gradually go down until they would reach a point where they would furnish a bare and meager existence.

With some few exceptions, railway employees have exercised great care and conservatism in handling their power to strike. It is used only as a last resort and then only after arbitration has been offered and refused. Mistakes have been made in this, as well as in other matters which are under the control of man; it is possible that mistakes may again be made, but the fact that an occasional mistake is made, or that in rare isolated instances bad judgment is used, does not justify such an arraignment of the railway employees and "those who advise them" as the Review indulges in. The position of the Review on this subject is as unreasonable and as untenable as the position of the few employees who furnished the object lesson, seized upon by the editor of the Review as an opportunity to air his convictions, could possibly have been. The ideas of the Review seem to be totally at variance with the ideas which led up to, and made possible, the passage of the Thirteenth Amendment to the Constitution of the United States.

The railway employees, as a whole, have no desire to inflict any injury upon their employers or upon the public. They do desire, by consistent, reasonable methods and by the exercise of their rights as citizens of this free country, to improve

their condition wherever that can reasonably be done. The higher the compensation and the better the conditions

of labor, the better will be the class of service which the railroad companies and the public receive.



### PUNISHMENT FOR TRAIN ROBBERS.

A bill has been introduced in the Senate by Mr. Hoar and in the House by Mr. Ray of New York, which prescribes hanging as the penalty for train robbery when the crime results in the death of anyone on the train, and from twenty to forty years' imprisonment at hard labor when no one is killed. Commenting upon this measure Smith E. Allison, assistant general agent of the Adams Express Company, says:

A man who will stop a train for the purpose of robbery is already a murderer in his heart and I think capital punishment should be meted out to him. I believe people generally will favor the passage of this measure. Train robberies are altogether too frequent and severe punishment should be inflicted to suppress them.

W. A. Gardner, general manager of the Chicago & Northwestern Railroad expressed the opinion that he did not think capital punishment necessary or desirable but thought the penalties for the offense should be made heavier.

J. H. Schumaker, superintendent of the Pinkerton Detective Agency, says:

Train robbing ought to be made a capital offense. I will go further than that and say I think all robbery effected by force should be punished with death. Most murders are committed as a result of provocation, but when a man is killed in an attempt at train robbery this is not the case and the offender becomes in reality all the more culpable.

Without taking into consideration the competency of the national government to supersede the states in all the possible cases that might be presented under such a law, it is evident that there does exist an urgent necessity for the adoption of such measures as will effectually put a stop to the fearful crimes that have been committed by train robbers. There are some, no doubt, who are unable to see the distinguishing line between the common thief or housebreaker and the train robber and who might be inclined from their first view of the matter to place them in the same category and conse-

quently condemn the provisions of the bill introduced as too severe. In our opinion there are various gradations through which a thief must pass before he has acquired that reckless disregard of human life, characteristic of that class that is known as the train robber. The petty thief does not possess a boldness beyond that necessary to relieve his victim of such things as he can possess himself of without injury to himself or his victim and frequently passes his entire life as such without attempting crimes of more serious nature. But the character of the man who deliberately opens a switch or places obstructions upon the track in the face of our trains laden with human freight, bringing death to scores of innocent persons without an instant's warning, possesses no instinct of humanity whatever. While both the common thief and the train robber are inspired by the same motive, the latter is directly a menace to the safety of the public and should be dealt with in accordance with the provisions of the bill introduced.

If a national law had been in force providing capital punishment for train robbery at the time of the great Lake Shore hold-up five years ago, it is doubtful whether that initial event would have been followed by any others of the many which that success inspired. Here in the heart of civilization with not even an adjacent timber land to make the background for the headlines for a "wilderness robbery," occurred one of the most audacious hold-ups that has occurred since the days of Jesse James. It taught the citizens of every community, however thickly populated, that bandits can operate as successfully in civilization as in the wilds of Arizona, and we believe the very success of the affair has lent an ambition to hundreds of others to imitate the action of the Kesler robbers. The methods employed by these robbers

and their shooting of Engineer Knapp who questioned their right to stop the train, shows their incarnate natures in the reckless regard of human life, and each succeeding event of this nature has been marked by the same spirit.

We are inclined to extend sympathy to the poor devil who through evil influences is driven to do deeds of unlawfulness which do not menace the lives or safety

of the public; but when a crime is premeditated that has in it such horrors as are experienced amid the crashing of timbers that grinds out the lives of scores of persons incident to a wrecked train we feel that such a person is too dangerous to exist and we believe that it would be well for society to adhere to the rule of a life for a life rather than to extend the field for capital punishment.



### MEMORIAL AS ADOPTED.

The National Civic Federation at its last session, adopted the following memorial which was prepared by a committee of twelve who had been appointed for this purpose. We see a disposition throughout to fairness and the committee evidently appreciate the momentous question in their hands, from the fact that they insist that the proper time to arbitrate is not after a strike or lockout has been inaugurated, but before it has begun:

To the American People—Greeting: The conference on conciliation and arbitration under the auspices of the National Civic Federation, animated by a desire of witnessing some practical benefits to the people of our land growing out of these deliberations, desires in a spirit of fairness to make a public appeal for greater sobriety of judgment on a subject of the first importance. We believe that the present time is peculiarly fitting, standing as we do upon the border lines of two centuries, to make such an appeal, and we believe we could in no better way employ the last days of a dying century than by preparing ourselves for the highest duties of citizenship in the new century upon which we are soon to enter.

While addressing ourselves, for apparent reasons, more directly to all those who are called upon to mold thought and shape public opinion, chief among which agencies are the pulpit and the press, this appeal is, however, intended for every American citizen of whatever station in life. The secret of good citizenship we believe to be the restraint which the individual can and does place upon many of his natural inclinations, while the secret of success in life is, after all, dependent upon the efforts which the individual makes to work out his own salvation, and the individual citizen is, therefore, specially urged to take personal interest in the work outlined by this conference.

We duly recognize that unless labor is regularly employed and has reason to be satisfied with its wages and conditions in life, we cannot have permanent peace nor substantial prosperity.

We also recognize that capital must find adequate returns for its investment if wages are to be fair and discontent is to be averted.

To the end that tranquility in the industrial world may prevail this conference on conciliation and arbitration would make the following recommendations to the American people:

1. That employers and wage earners could enter into annual or semi-annual agreements or contracts.

2. That all industries in the United States should establish boards of conciliation within the several and varied interests, to which boards of conciliation all differences and disputes arising between employer and employe, if not readily adjusted between the immediate interests concerned, may be referred for settlement.

3. Recognizing the fact that compulsory arbitration, aside from all other objections urged against it, is not at this time a question of practical industrial reform, and whereas such systems of arbitration as are now in vogue do not seem to fully meet the requirements of the different interests, and appreciating the importance of the subject, we therefore recommend:

That the presiding officer of this conference appoint a committee to serve for a period of one year, to be composed of six representatives of the employer class and six representatives of the employe class, these representatives to be selected as nearly as may be consistent from the different sections of the country, for the purpose of formulating some plan of action looking to the establishment of a general system of conciliation that will promote industrial peace.

We would also recommend that this committee of twelve be given power to

appoint such auxiliary committees from the industries, trades and professions as may seem best to promote the work of conciliation and education.

We believe that this conference will have in part at least failed of its mission unless it strenuously insists that the proper time to arbitrate is not after a strike or

lockout has been inaugurated, but before it has begun. We fully realize that all plans of arbitration and conciliation will be unavailing unless we are all animated by a spirit of fairness and justice and are willing to open our eyes to such rights as belong to every citizen.



## EIGHT HOUR WORK DAY LAW SUSTAINED.

The United States Supreme Court in its recent decision sustaining the eight-hour work day law, gives some logical conclusions tending not only to define the rights of employer and employe, but of the duty both owe the state. In defining the relation between employer and employe and the jurisdiction of the state over both the court gives the opinion that states can justifiably protect by proper legislation, in the exercise of its police power, persons of full age, even, when recklessly unobservant of their own welfare. And here we hear the most powerful court on earth declaring that the employe and employer are not on equal footing. That the employer having the advantage often exercises it harshly and expresses the opinion that the state shall have the power to interfere on the grounds that it must suffer when the welfare of its subjects are sacrificed or neglected.

The following is the decision as given in the case of Holden vs. Hardy, sheriff, 18 Supreme Court Reporter, page 18:

The legislature has also recognized the fact, which the experience of legislatures in many states has corroborated, that the proprietors of these establishments and their operatives do not stand upon an equality, and that their interests are, to a certain extent, conflicting. The former naturally desire to obtain as much labor as possible from their employes, while the latter are often induced by the fear of discharge to conform to regulations which their judgement, fairly exercised, would pronounce to be detrimental to their health or strength. In other words, the proprietors lay down the rules, and the laborers are practically constrained to obey them. In such cases self-interest is often an unsafe guide, and the legislature may properly interpose its authority. It may not be improper to suggest in this connection that although the prosecution in this case was against the employer of labor, who apparently, under the statute,

is the only one liable, his defense is not so much that his right to contract has been infringed upon, but that the act works a peculiar hardship to his employes whose right to labor as long as they choose is alleged to be thereby violated. The argument would certainly come with better grace and greater cogency from the latter class. But the fact that both parties are of full age and competent to contract does not necessarily deprive the state of the power to interfere, when the parties do not stand upon an equality, or where the public health demands that one party to the contract shall be protected against himself. The state still retains an interest in his welfare, however reckless he may be. The whole is no greater than the sum of all the parts, and when the individual health, safety and welfare are sacrificed or neglected the state must suffer.

The decision of the court is well calculated to sustain the appeal of our lamented President, Lincoln, in his second message, who said:

It is assumed that labor is only available in connection with capital; that nobody labors unless somebody else owning capital somehow by the use of it induces him to labor. This assumed, it is next considered whether it is best that capital shall hire laborers and thus induce them to work without their consent, or buy them and drive them to it without their consent. Having proceeded so far, it is naturally concluded that all laborers are either hired laborers or what we call slaves. And further it is assumed that whoever is once a hired laborer is fixed in that condition for life. Now, there is no such relation between capital and labor as that assumed, nor is there any such a free man being fixed for life in the condition of a hired laborer. Labor is prior to and independent of capital. Capital is only the fruit of labor, and could never have existed if labor had not first existed. Labor is the superior of capital, and deserves much the highest consideration. No men living are more to be trusted than those who toil up from poverty; none less inclined to touch or take aught which they have not honestly earned.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

The following officers were elected at the annual meeting of Division 98, Ladies Auxiliary to the Order of Railway Conductors: Pres., Mrs. J. W. Gilboy; V. P., Mrs. Wm. B. Shaw; S. S., Mrs. A. E. Daggett; J. S., Mrs. M. N. Goss; S. and T., Mrs. F. A. Pease; Ex. Com., Mrs. B. A. Waters, Mrs. W. H. Monty, Mrs. J. W. Simpson; Guard, Mrs. P. J. Haulihan; Correspondent, Sub. Ins. Ag't. and Delegate, Mrs. J. C. McCall; Alternate, Mrs. J. J. McManus; Musician, Mrs. E. R. McGiven.

We netted nearly \$45.00 at the bazaar, which was a success from every standpoint; so much so that by special request we will give another just before Easter. We decided at our last meeting to have a quiet installation and bend all of our efforts toward raising the convention fund. We have our album quilt completed, after three years of most faithful toil, and it is a beauty. The quilting is a wonderful piece of art and was done by Sister Rees. A vote of thanks was tendered Sister Rees at the last meeting. Sister Noble in on the sick list, we are sorry to say, and we are grieved that Brother Malloy is no better. We voted to pay our Secretary a stipulated salary at the last meeting. This was a wise thing to do, as she has most faithfully performed the work of both accountant and financier, which is no easy task. Much credit is also due our President for faithful work during the past year. In fact, all of our members are working harmoniously for the good of the Order in general, and the Division in particular.

St. Paul, Minn.

CORRESPONDENT.



**Editor Railway Conductor:**

Our new officers have been elected for the coming year. We are to have public installation of officers, but I think I will let Sister Kniss tell about that after it is over. We have taken in two new members, Mrs. Buckley and Mrs. Chittendon. Also received Mrs. Hoffman by transfer card, but only to lose her, for the day her card came, she and her husband left Blue Island for Missouri, where he has accepted a better position. We are very sorry to have her go, for although we knew her but a short time we were all counting on what a delightful Sister we would have. Our loss is some other Division's gain. A number of our Sisters have moved to Chicago—Sisters Dee, Griffith,

Drew and Spearman—and Sister Lyle to Joliet. The removals were caused by changes in their husband's runs, but I am glad to say that we haven't lost them from Division, if we have from Blue Island. Sister Lyle is again with us, after a severe illness, and right glad we are to have her. I noticed in one of the Sister's letters—I think it was in November CONDUCTOR—that so many of the conductors looked upon the Auxiliaries as a regular "school for scandal." Now, Sisters, isn't that the least bit our own fault? We are so apt to tell about what we heard of such a person. Not that we believe it—oh, no! only "I heard it, don't you know." Now, if we would only let it drop when it came to us, how much better it would be. Our last social of the year was held at Mrs. Dunning's, December 7. Our socials are a source of much pleasure and profit. Wishing to each and every Division a profitable and Happy New Year.

Blue Island, Ills.

MRS. BELLE YOUNG.



**Editor Railway Conductor:**

In looking over THE CONDUCTOR I find it has been some time since anything has been heard from Division 137. I am happy to say we are all alive and prosperous. We have had so many festive occasions I scarcely know where to begin. The 20th of September was our first anniversary, which occasion was celebrated in the O. R. C. hall. The hall was beautifully decorated in the Division colors and a most interesting program was ably rendered. The violin solos and the singing by the Cycle Trio were most heartily encored. The recitations were much enjoyed, especially the one by little Frankie Coffey. After the programme refreshments were served, Sisters Davis and Clements presiding at the punch bowl with much dignity. Last month a tea was given by Sister Wyman. Those attending can testify to a most pleasant afternoon and proclaim the Sister a most charming hostess. Besides being a benefit socially our treasury was replenished a few dollars also. While we have been enjoying these pleasures our ears have not been deaf to charity's call. The Sisters of this Division are always very liberal in responding to such calls. We also sent a nice box and a neat sum of money to the Home. The only regret we have along this line is that more of the members of the O. R. C. did not



respond, but we hope before another year rolls round each member will have investigated and have become convinced of the worthiness of the cause, "for as often as ye have done unto one of the least of these, my brethren, ye have done it unto me."

We have had two additions to our membership recently—Sisters Davis and Kammer. We are always pleased to welcome new members and hope to have more soon. We were delighted to have Sister Ingraham of Division 106 with us at our last meeting. We claim a distinction for this Sister, perhaps not enjoyed by many. She is our Mother as well as Sister, for had it not been for her earnest efforts this Division would not have been organized and we should have missed all the pleasures that come to members of the L. A. and most of all missed the sympathy and love we have for each other. The Sisters of this Division are always preparing some pleasant surprise, the last one being the presentation of a beautiful pin, handsomely engraved, to the President, Mrs. Honeycutt. From the pin hangs a five-pointed star, so significant as this is Lone Star Division. I am sure this gift is highly appreciated by her not only for its intrinsic value, but for the love which prompted its bestowal. We also presented Sister Ingraham with a bunch of carnations, tied with the colors of our Order, which she accepted in her own graceful manner. It was only a slight token, yet expressed in beautiful bloom and sweet fragrance the love and esteem of this Division.

Division 134 need not think they are the only rain-makers for Division 137 wishes to divide honors with them. We are as equally unfortunate as yourselves. Perhaps we might enter into a "combine" (we will not dare say "trust" for the Brothers would be horrified) and have so many entertainments that Texas would never have a drought. Then we might secure handsome donations from the farmers.

Sisters, we are at the close of another year, and, as we look into the next, may we not resolve to be more faithful and efficient members? If we do, then will our Grand President feel that her efforts have not been in vain and the L. A. will have attained the eminence she has set for it.

Cleburne, Tex.

SCRIBBLER.

Editor Railway Conductor:

As a member of Division 100, L. A. to O. R. C., I feel it my duty to speak of the delightful time we had at our meeting December 12, 1900. It being election day of course all the members turned out. The room was full. We had our Grand President, Sister Moore, with us, which delighted us. After the opening exercises a march was played, and four Sisters were admitted; two carrying pretty baskets holding refreshments, and two carrying servers containing cups and saucers. The cups were filled with ice cream and were the Christmas presents from our President, Sister Sewall. After partaking of refreshments the general order of business was suspended and election taken up, our noble President being re-elected unanimously. She is the right one in the right place, as she understands how to handle us and make us all love her; and I for one wish to thank her through THE CONDUCTOR for my present.

I think if we would all live up to the obligation we take at the altar, we would be better wives, mothers and Sisters. For is it not a pledge of honor? Then let us cultivate the pure and best quality of our natures and show our love for one another, and forgive as we would be forgiven.

West Chicago, Ill.

A MEMBER.

Editor Railway Conductor:

On the 8th day of December Division 57, L. A. to O. R. C., elected the following officers for 1901:

Pres., Mrs. Rector; V. P., Mrs. Heacock; S. S., Mrs. Shipley; J. S., Mrs. Crichfield; S. and T., Mrs. McAuliffe; Guard, Mrs. Ellery; Ch'm. Ex. Com., Mrs. Joyce; Delegate, Mrs. McAuliffe; Alternate, Mrs. Rowen; Correspondent, Mrs. Rowen.

While we have not been heard from in a long time we are getting along nicely and increasing our membership. On Oct. 31, 1900, we gave a supper to the conductors of Division 281 and their wives, which was highly appreciated by them, judging from the way the good things disappeared. The members of Division 281 gave an evening reception on New Years night.

CORRESPONDENT.

Pittsburg, Pa.

Editor Railway Conductor:

At our last meeting we had a good attendance and many pleasant faces, the occasion being election of officers. No little excitement is attendant upon such occasions at each and every member has to the best of her ability her choice in putting the proper one in her proper place. This election was an exceptional one as far as our President was concerned. Her year having ended she was about to lay that responsible position on some other member when to her great surprise she was unanimously elected for another year at this meeting.

Our officers for 1901 are: Pres., Mrs. J. T. Walsh; V. P., Mrs. J. Corwin; S. and T., Mrs. Chas. Lippincott; J. S., Mrs. J. Collins; S. S., Mrs. C. Dennis; Guard, Mrs. J. Moore; Ex. Com., Mrs. Van Kuren; Mrs. T. Callim; Mrs. C. Lurdan; Correspondent, Mrs. Val Soper; Delegate, Mrs. A. C. Smith; Alternate, Mrs. R. MacDonald. My membership is of a recent date (less than a year) and will try and write something more interesting next time. With a Happy New Year. Mrs. I. V. SOPER.

Elmira, N. Y.

Editor Railway Conductor:

Division 7 is slowly but surely coming to the front. We recently added one new member and balloted on one other. Sisters if you would all come out and give us your hearty support we would have a Division we may be proud of. I hear Sisters saying "I have not got time to go to the Division." We only meet every two weeks and if we would all come out and give our President our hearty support it would be much more encouraging for her and be more interesting for others. You can certainly spare one hour in the Division room, which if we all get there on time would not take much longer. Then again there are some men who never think that a woman had ought to belong to a lodge; her place is at home taking care of the children, but it is quite different with him. He can belong to all lodges or anything else he chooses; he can take all degrees no matter how ex-



pensive it may be; he earns the money and that is his business. I think the wife had ought to be granted the same privilege if she conducts herself in a ladylike manner.

Our Brothers had a union meeting here December 2, which was I dare say a grand success. They had a public meeting on the evening of December 2 at our auditorium which was filled to its utmost capacity. The Brothers all returning Tuesday, December 4, wishing our Brothers many more such successful meetings. Division 7 had their election of officers on December 14 which resulted as follows: Pres., Mrs. C. V. Smith; V. P., Mrs. Morris Flynn; S. and T., Mrs. Clara Meanor; J. S., Mrs. Thomas Smart; S. S., Mrs. Wm. Wharton; Guard, Mrs. John Seiler; Correspondent, Mrs. Thos. Smart; Organist, Mrs. John Seiler; Delegate, Mrs. C. V. Smith; Alternate, Mrs. Clara Meanor. We will have our installation the first meeting in January, with the hope of our Division prospering the following year. Trusting that all our Sisters who have been elected to the honor of an office will greet us all at each meeting of the coming year, I will close wishing you all a Happy New Year.

Newark, O.

MRS. THOS. SMART.



#### Editor Railway Conductor:

We have had a very pleasant winter's and summer's work, holding dime socials. I believe these social gatherings are a benefit to the Order, as it allows the families of conductors to become better acquainted and promotes social good-fellowship, and that is what we need in all our Divisions, to have them a success. On reading the letters of our Sisters in THE CONDUCTOR I find the same old complaint—non-attendance at meetings. Now, Sisters, these are something that every Sister should try to attend. We all attend when we have election of officers; we place our Sisters in office, then we think our duty is accomplished, when it only has commenced. If we do not attend Division meetings our officers are discouraged, and justly, too. I know by personal experience it is very discouraging for an officer to go to a meeting and find no floor members present to assist in carrying out the noble work of our Order. Dear Sisters, please follow me to a Sunday morning on the first of May, when Dewey sailed into Manila Bay. Who won the day for Dewey? Was it not the men behind the guns? Just so, our officers cannot make our Division a success without the aid of floor members. It is a duty we owe them, and any Sister that does not assist her Sisters to hold office is a traitor to the Order. She is doing an act of injustice to the Sisters she has helped place at the heads of Divisions. I am very glad to be able to say our Division meetings are well attended. On the 28th of September we had the pleasure of a visit from our Grand President. In the evening a reception in her honor was given. Card-playing, dancing, and various other amusements were enjoyed and light refreshments served, and an orchestra furnished delightful music throughout the evening. One of the pleasing events of the evening was the presentation of a beautiful bouquet of carnations to the Grand President by the Great International Auxiliary to the Brotherhood of Locomotive Engineers of

Utica, showing the love and esteem our worthy Grand President commands in Utica. All dispersed to their homes tired but happy and ready to commence the real work. On the 27th our instructions in our work were given. Sister Moore labored untiringly with us all day, and when our afternoon session closed we were all proud to know we had been taught our work perfectly. On the 28th Sister Moore bade us good-bye. That closed three days that will long be remembered by all members of Division 115.

Sisters, if you think you need any instructions in your work, send for the Grand President. When she leaves you, you will be satisfied that she is a noble woman, at the helm of a noble Order. May God's choicest blessing be hers, both here and in the world to come.

In the month of November we had two initiations and expect several more in the near future. Wishing all Ladies Auxiliaries and O. R. C. Divisions a Happy New Year. MRS. P. H. EAGAN.

Frankfort, N. Y.



#### Editor Railway Conductor:

Division 85 began the year with so many good things. I fear we've given over to self-enjoyment almost too much. We have not done as much benevolent work as in the years that are past. In the beginning of the year we look forward and plan; at the close we look backward and see wherein we've failed.

We rejoice with worthy Chief Conductor E. L. Green. A son (Hinston by name), has come to make glad their home.

There is no use for us to be thinking what we will do for the good of the Order. Everyone is expected to do something to promote its interests. He who forgives will be forgiven. Let us cultivate the purer and better qualities of our nature. Show our fraternal charities by our deeds of generosity and forbearance. Division 85 sends New Year greetings to all Sister L. A's. and O. R. C.

Parsons, Kan.

MRS. N. M. BROWN.



#### Editor Railway Conductor:

Division 97 held their election of officers for the year 1901, Thursday, Dec. 13, 1900, electing: Pres., Hattie E. Reynolds; V. P., Hattie M. Lindsay; S. and T., Sadie Trahey; S. S., Sarah Judd; J. S., Mary E. Youker; Guard, Emma Wells; Ex. Com., Sisters Mahone, Rossetter and Sanders; Correspondent, Mrs. W. L. Hippert; Ins. Ag't., Ella M. Rossetter.

Our past summer has been one long to be remembered for the good and sisterly feeling shown by all members of No. 97, we having had several socials at the houses of our members, and while the work is hard the good times had by all and the pleasant recollections of those same good times are sufficient recompense for the trouble and work they caused. To our retiring officers we have nothing but praise to offer, and ask for our new officers the same just and generous treatment as has been extended our officers in the past. Out of a membership of 35 we had with us on election day 27 Sisters, a showing we point to with pride, and would ask, how many Divisions can do better? We have contributed to the Home for Disabled Railroad Men at Highland Park, money, eatables and

bedding and in other ways dispensed charity. Our Division treasury, while not overloaded, has in it a very comfortable amount, sufficient for all necessary purposes. Our Division is now agitating the presenting of suitable badges to all our Past Presidents and to all Presidents of the future as a slight token of our esteem and a reward to them for filling the position. Our delegate to Grand Division this year is Sister Florence V. Poole, who represented No. 97 in 1889 at Detroit. With kind wishes to all sister Divisions and wishing you all a Happy New Year. **MRS. C. D. ROSSETTER.**

Aurora, Ill.



#### Editor Railway Conductor:

At our last meeting we elected officers as follows: Pres., Mrs. T. B. LaRue; V.-P., Mrs. T. Gleason; S. and T., Mrs. T. J. Thomas; S. S., Mrs. C. W. Conner; J. S., Mrs. J. W. Beathard; Ex. Com., Mrs. A. W. Bonham; Mrs. E. H. Ragsdale and Mrs. P. E. Daily; Guard, Mrs. T. E. McLean; Correspondent and Delegate, Mrs. E. H. Ragsdale; Alternate, Mrs. C. W. Conner.

In reading THE CONDUCTOR each month I find so few letters from the different Auxiliaries. I wonder if they are losing interest or are growing careless, or think as I have, that perhaps some other Sister will send a letter. I think we ought to write oftener, as these letters are the means of telling each other what we are doing. They are read by almost every conductor's wife, whether she is a member of the Auxiliary or not. Brothers, you should put your trust in the Savior, then if it should be the desire of the Lord to remove you while on the road, you would be ready—some say one says we cannot live a Christian and railroad. Perhaps you have not tried hard enough? I think that the work can be done with more pleasure than in a wicked way. Then the saloons and gambling houses would get none of the wages of our boys. It may be our turn next, so let us consecrate our life's work that when the summons comes we can rest in the consciousness of duty well performed. Our next letter will be from our new correspondent and I hope she will keep the Division before you all better than I have done. May the giver of all earthly good be with all the boys on the rail is my earnest wish. **CORRESPONDENT.**

Knoxville, Tenn.



#### Editor Railway Conductor:

A few farewell remarks at the close of the year, the century and my term of office. Division 8 is in good working order and are fully equipped for the new year's work. Interest and attendance has been very good. Now and then we have an initiation just to keep our goat in practice and to use the surplus energy. As the candidates catch their breath after the goat is called off, the sub-agent of insurance catches them and they will gladly insure themselves against the second attack of goatship. I will only add that we have our eye on a few others. At our election of officers Dec. 12th the following were elected: Pres., Mrs. J. Bell; Vice Pres., Mrs. Fred Glosser; S. & T., Mrs. Sam'l Conrad; Senior Sister, Mrs. Frank Randalls; Junior Sister, Mrs. Wm. Prettyleaf; Guard, Mrs. Geo. A. Jacoby; Ch. Ex. Com., Mrs. Jno. Blain; Delegate, Mrs. Frank

Randalls; Alternate, Mrs. Fred Glosser; Correspondent, Mrs. Harry Riddle; Sub-Agt. of Ins., Mrs. W. H. Shafer.

We heard that Division 187 O. R. C. had elected a correspondent this year and you may expect to hear from them quite often but that will not interfere with our correspondent. Gladly do I hand over the pen to our Sister for she is fully able to wield it with honor to our Division. We are proud of her. She is one of our latest additions, and she is insured. We will have busy times at the next few meetings. We expect to initiate a Sister the first meeting the new officers take their seats. There will be some petitions to act upon and as we will feel exhausted we intend having lunch in the hall after the meeting. In my last letter I told of a quilt experiment. It has been a grand success. Each Sister makes a block of the quilt, the required size, works their name on it, then armed with lunch basket we wend our way to a Sister's home, join the blocks and finish the quilt and spend the evening. This is kept up until each Sister gets a quilt. We do have the nicest times. Besides think of the remembrance we have of each Sister's work. I wish you all a Happy New Year and hand over my pen to my successor.

Sunbury, Pa.

**MRS. W. H. SHAFER.**



#### Editor Railway Conductor:

Auxiliary 112 is alive and have more wants to live for than ever now that we have added two new members to our ranks and will have two or three initiations in the near future. Our Auxiliary is growing in numbers. Sister Reinhart was here from Auxiliary 9 to inspect our Auxiliary and other visiting Sisters came with her. Come again Sisters; we are always glad to have visiting members come. As the year is ending with prosperity we have the same hopes for the new year. It will bring new officers who will be good workers for the Auxiliary. The Sisters gave a surprise to the Brothers of Division 309, which was at Brother Wise's home. Supper was served and all did ample justice to the repast. All spent an enjoyable evening and went home rejoicing. I hope there will be more surprises in the future as we all have a jolly good time. I think we will get a new member as Brother Charlie Brindle was married on Christmas day. We will gladly welcome her to our sisterhood. While some spent a merry Christmas others spent a very sad Christmas as Brother Coughanour was hurt in a wreck, having his leg taken off and died in three days. We have a grand and noble work to do to sympathize with those that are so sorely afflicted. Now Brothers, talk to your wives and get them to join the Auxiliary. Will try and communicate oftener and will now say adieu and give all Sisters a cordial invitation to visit us when in the city. **A MEMBER.**

Scottdale, Pa.



#### Editor Railway Conductor:

Division No. 15 held its annual election of officers with the following result: Pres., Mrs. E. Wilde; V. P., Mrs. O. F. Anderson; S. and T., Mrs. F. E. Bronson; S. S., Mrs. G. F. Conley; J. S., Mrs. C. M. Eaves; Guard, Mrs. B. Boyers; Ex. Com., Mrs. O. C. Kelly, Mrs. E. E. Boyer, Mrs. J. R. Zoll; Correspondent Mrs. W. H. Bowling; Sub. Agt. Ins.

Mrs. G. W. Wilcoxon; Musician, Mrs. J. L. Long. Delegate, Mrs. F. E. Bronson; Alternate, Mrs. C. E. Smith.

Members who have not attended meeting for some time, paid their dues, came into this meeting and took active part in the election.

All enjoyed the visit of our Grand President, Mrs. J. H. Moore, December 10 and 11. A reception was given in her honor, at the home of our Past President, Mrs. J. N. Saffer, and most of our fifty members came in to meet the Grand President. The afternoon was pleasantly passed in conversation and listening to piano music by Miss Ada Peck, and vocal selections by several of the guests. All were then invited to the dining room, where they were served to chocolate and wafers. The hours passed most happily and all carried away only pleasant remembrances of the reception and of Mrs. Moore. The Grand President inspected the Division the afternoon of the 11th, and by her instruction and review of the work we were greatly benefited, and she impressed us as being eminently qualified and thoroughly competent to fill the high office she now holds. In the evening a banquet was tendered Mrs. Moore at Spake's restaurant.

The past has been one of the most successful years in the history of our Division, which has been directly due to the untiring efforts on the part of our Past President. The finances are in a good condition, new members have been added, and the average attendance has greatly increased, making Division 15 one of the best.

Happy New Year to all.

Galesburg, Ill.

MRS. W. H. BOWLING.



Editor Railway Conductor:

I am pleased to state that Division 140, L. A., are all aboard for the next century, and that we are in a prosperous condition, taking in consideration that we are thirteen months of age only, with a membership of 16 and a bank account of a half a hundred, and expect to do better in the next century. With the aid of the Brothers of Division 183, at our joint installation, they were very much surprised to think how much benefit the Auxiliary is to them, and they came to the conclusion that they must be up and doing and take more interest in the welfare of our noble Order. At their installation they were so deeply impressed that they selected our President as their marshall during their installation, which made their work show off very pretty, as I know their electors were never escorted so gracefully to their stations before. It was quite an addition to their work and all were pleased. The Sisters of our Division (140) were installed by Sister Rephan of Division 46, and the work was done very satisfactory, and quite a number of Division 46 were present and participated. After the installation refreshments were served and all departed highly pleased at the afternoon's pleasure. On the 22nd of December Divisions 140 and 183 attended, by invitation, Division 263 and

Auxiliary 46 at their installation and had a nice time and one of the grandest suppers! We did ample justice to the same. Many thanks to them, and we hope to meet again. Wishing all the Sisters a prosperous New Year.

The following officers were elected for the ensuing year: Pres., Mrs. C. H. Shiply; V.-P., Mrs. M. Curry; S. and T., Mrs. J. C. Corgan; S. S., Mrs. J. R. Young; J.S., Mrs. A. C. Schmutz; Guard, Mrs. H. C. Cole; Ex. Com., Mrs. C. J. White, Mrs. P. L. Seabolt, Mrs. M. Curry; Ins. Ag't., Mrs. H. C. Cole; Delegate, Mrs. A. C. Schmutz; Alternate, Mrs. M. Curry.

MRS. A. C. SCHMUTZ.

Cumberland, Md.



Editor Railway Conductor:

Sister Hussey called the special meeting to order at 2:40. After the preliminary ceremony we opened in regular form. Scripture lesson for the day was read from the first seven verses of Proverbs. The members were then called on to assist our President in giving the grand honors to the G. P., after which the meeting was given over to her, and we had the pleasure of listening to a most interesting and very instructive address. She considered our average good, and made special mention of how necessary it was to the new officers to have the support of the members in attending the meetings. She urged the Sisters to get in new members, and also, if possible, to form a class in parliamentary law, which would be of great help.

As to the result of the inspection, corrections were made in calling the members to their feet; salute the President at the preliminary opening. I, Sister, salute over open bible. In practicing the initiation it was necessary to make some corrections. Sisters Wishart, Carpenter, Kepler and Rexinger were put through the link work; then came practicing the ballot, and as final in that work she advised the practice of some part of the work at each meeting, so as to be ready when occasion demands. As the afternoon was getting short there was little time for the insurance, but she was very complimentary to our Division for having taken up the work as we did, for out of the nine deaths she knew seven personally, and what a blessing the little amount was in every case. She therefore urged the members to help the cause along by taking out an insurance.

We elected the following officers for the ensuing year: Pres., Mrs. C. F. Rexinger; V. P., Mrs. D. Carpenter; S. and T., Mrs. A. C. Rossiter; S. S., Mrs. S. H. Hussey; J. S., Mrs. J. Shasberger; Guard, Mrs. H. Witwer; Ex. Com., Mrs. L. J. Panches. Mrs. A. W. Brown, Mrs. C. W. Shultz; Correspondent, Mrs. H. H. Andrews; Ins. Agent, Mrs. A. C. Rossiter; Delegate, Mrs. S. H. Hussey; Alternate, Mrs. A. C. Rossiter.

Mrs. Hussey entertained the Grand President, Mrs. J. H. Moore, of Toledo, Ohio, and all members and their families were invited.

Elkhart, Ind.

MRS. H. HUSSEY, Pres.

MRS. ROSSITER, Sec.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

As a regular reader of *THE CONDUCTOR* I have always been disposed to leave the space in the Fraternal department for others to fill, but I feel like saying something to the Brothers which I cannot say and be heard as I wish, except by asking for a little space myself.

The approaching Grand Division is, as "Murat" says, an important one, but I don't see that it is any more important than any one of a number of its predecessors. There are some important questions which will, and should be brought up for consideration, and on some of those questions which we hear the most about in the Fraternal department, we will find ourselves at the close of the discussion and the close of the Grand Division just where we are now unless in the meantime a majority of our members experience a change of heart or of conviction, or unless our members turn over a new leaf in the direction of each one performing his duty to the Order and his Brothers in the Order.

We hear a great deal about seniority, and our good Brother "Murat" invites a positive expression as to the attitude of the Order on that subject. He insinuates that there is some doubt as to whether the responsibility for present conditions rests with our laws or the officers who administer those laws. If "Murat" had traveled around as much as I have in the past few years, had had as much opportunity as I have had to see the true situation, and desired to be fair, as no doubt he does, he would not insinuate that the responsibility rests with either our laws or the administration. Our law does not lay down any particular course on that subject, and it should not except after each delegate had been instructed in accordance with what is known to be the will of a majority of the members of his Division. I know that our G. C. C. has always urged Divisions and committees to be liberal and considerate, and to provide as far as possible for the hiring of conductors as conductors. They have been criticized for their earnestness in that direction and now it seems they must be criticized by the other side for not having done more. I don't like insinuations. I like to see a man come out squarely in his opinions, after having made sure that his opinions are based on facts and on the truth.

Let me tell you what the situation is so far as seniority is concerned: A large majority of us are

willing that seniority should be taken away from others, but we don't propose to have our own seniority rights interfered with. We are willing to provide, if possible, for the hiring of conductors, but we insist that a conductor so hired shall take his place at the foot of the list of extra conductors and fall into line on our own seniority list. If the company should hire one of our members who is out of employment and give him a passenger train over us we would protest in the strongest terms against such invasion of our "rights." And what are those "rights" founded upon? Seniority, and nothing else.

I venture the statement (and I ask the Editor to correct it if I am wrong,) that in nearly every instance, if not in every one, the rules regarding seniority, hiring conductors and promotion, have been agreed upon between the committees and the officials of the road before the G. C. C. was called in. The fact is that those of our members who are employed and who are in line of promotion as conductors are, by a large majority, in favor of seniority among conductors. Those who are not employed, or who are not in line for promotion on conductors, list are opposed to seniority. Whatever the vote of the Grand Division, composed of uninstructed delegates might be, the fact remains that a large majority of our members are in favor of seniority among conductors.

I have looked over the book of schedules recently issued and that with some care. I find that in nearly every one of them the right to hire experienced men from other roads is reserved to the company. Do they exercise that right as a general or every day policy? I rather guess not to any great degree. It is, therefore, simply ridiculous for a trainmaster or other official to say that they are prevented from hiring conductors by the terms of the schedule or by the act of the Order. Such statements may serve to make someone "sore" at someone else or at the Order but they are false and everyone who takes the trouble to learn the facts knows them to be false.

I am not an advocate of seniority and I never have been. I would be perfectly willing to take my chances with the rest against "favoritism" and all the other arguments in favor of seniority and allow the officials of the road to hire whom they please and to place them where they please. I have no doubt "Murat" would be willing to do

likewise. But would the majority of our members be equally willing? I fear not.

If our Divisions are to instruct their delegates on this question let them do so understandingly and not let the Grand Division deliver itself of a lot of meaningless "whereases" and "resolveds" which no officers can carry out because the membership and committees are opposed to them. The number of our members who are in the service greatly outnumber those who are out of service. That which is best for those in service is, therefore, the greatest good for the greatest number. If the members on a certain system of railroad, who are the ones represented by the general committee for that system, and who are the only ones who pay their general committee, desire to arrange with the management of that road that conductors shall hold "rights" to runs and to promotion according to their age in the service of that company as conductors, does the Grand Division propose to say that the wish of those members shall not be respected, or that they shall be deprived of any of the support or assistance provided in the laws of the Order? If so, how long may they be expected to remain in the Order?

I wish I could impress upon every member of the Order the importance of his exerting every effort on his part to help bring about a policy of hiring as many experienced conductors as possible. If they are to come in on a certain percentage and to take their place at the foot of the conductors' list, so be it; but let us try to pave the way for their employment, and let us know just what we are doing before we declare the policy of our Order on this subject.

It is somewhat amusing to hear "Murat" quote Geo. Howard and "Baldy" Wilkinson as authorities on the welfare of an organization. We all know where their ideas and leadership landed them.

There need be no fear of our Order being "assimilated" by any other. "Murat" holds the engineers up as an example for the conductors. Does he know that seniority is one of the principles of the B. of L. E. which is religiously clung to and lived up to? They try to do just what I have suggested; that is, secure employment for their members who are out of employment.

There is no doubt as to the strong moral influence which the railway orders can exercise in trying to have the age limit and physical examination rules modified. Every possible effort should be put forth to that end. We cannot, however, hope to find a way to force a railway company to hire a man who does not meet their requirements or whom they are unwilling to hire. I have been a member of more than one General Committee and I have heard the Grand Officers argue these questions with general managers, and argue them forcefully and strongly. I have seen some modification of the rules made as a result of such arguments, and it is unfair for "Murat" or any other member to intimate that no attention has been paid to these important subjects by the administrations.

The statistics talked about could not be gathered unless each Division had an officer to devote his time to that work, and if they were collected and laid before the membership they would not be studied or even read. They would not receive

one-half the attention which is now given to the report of discipline which the G. C. C. sends out; and that is, in my observation, mighty little.

From "Murat's" inferences as to proper location for responsibility we may reasonably assume that his idea of the duty of an organization is to enact laws which will make us immune as far as any of the ills which common humanity is subject to are concerned, and if, by chance, a new ill appears between the meetings of the Grand Division it is the duty of the administration to at once find a cure for it. Failing in this the organization must be considered as having fallen short of its mission. Fiel Fiel! An organization cannot perform impossibilities. Neither can it do for each of us all that we would be glad to have done. We must do something for ourselves, and, incidentally, I might remark that the "good old days" with the good old days' way of running a train have passed and gone. If we run a train very long nowadays we must run it according to the "nowadays" requirements and ideas.

I cannot agree with "Murat's" ideas as to proper use of the protective fund. That fund is for a particular specified purpose and I think the laws regarding its use are all right. "Murat" recites a certain supposed condition of affairs on a certain road and then assumes that our members are being dismissed there because they are members and asks if a Grand Officer is on the ground to give protection. I happen to know that while there have been many accidents on that road, and that while many men in the different classes have been dismissed from its service, and many more have left of their own accord. No member of our Order has been dismissed or discriminated against on account of membership in the Order. None of the orders have had thoroughly effective organizations on that road since 1894 when the men employed upon it involved it in the A. R. U. strike. If the men on that road were as anxious for protection through thorough organization as the executives of the orders are willing to do their part, the situation would be very different. My observation has been that the officers of the orders are more willing to uphold, by demonstration of force if need be, the rights of the members to hold membership, and to recognition through their committees than the average members are. In proof of this I call attention to the willingness of the officers to fight for recognition of the federated board, and the unwillingness of the members to do so on three or four different roads.

A Grand Officer "on the ground," even if his pockets are all full of "protective fund" cannot go farther than the sentiment of the members will support him in going. Grand Officers might "declare" all kinds of "war" and they would be in a supremely ridiculous position if the members would not rally earnestly and heartily in support of the declaration. Let us look at these things in a fair, honest and proper way and find out just where we are "at" and see where we are going to land before we leap. "LOYAL DEVOIR."

Chicago, Ill.

Editor Railway Conductor:

The question of what shall be done with the old Conductor, when no longer able to take care of

himself, is one that is well worthy of all the time and printer's ink that has been bestowed upon it. Very few of the Brothers who have advocated the measure through the columns of THE CONDUCTOR have offered any definite plan for taking up of the work. I was quite interested in Brother Osborn's article in the November number, as he proposed a plan and partially set it forth in detail. Let us look into the plan a little. This arrangement for the capital is all right and could be easily brought about; as to the business, his idea seems to be a general manufacture of uniforms, furnishings, and shoes. Does he, or anyone else, know of anything of this kind in existence at the present time that is a paying business? How many old conductors or members of their families that are unable to make a living at their profession are able to go into a tailoring establishment or shoe factory and earn a day's pay, and that without any knowledge of the business? Does anyone believe for a moment that if all the obstacles were removed, and a manufactory of the kind mentioned started, that every Conductor or railway man and his friend would immediately transfer his patronage to such an institution?

The same laws that govern all other business enterprises would govern this one. You must first prove your goods to be equal to those of other manufacturers and then introduce them, which you would not find as easy work as one might think.

I don't know what rule applies all over the country to the purchase of uniforms but many lines require that they be purchased of certain houses. Again, many of our Conductors would want to know something of the skill of the man who cut these uniforms, for they don't care to wear clothes that look as though they were handed off the shelf. It is no easy task to find a man capable of handling an establishment such as has been outlined, for such things are the growth of time and skill, so it seems to me that the only thing we can gain in this proposition, is the chance to make a profit, which is doubtful, and there would be few if any places for the old conductor.

A manufacturing business, to be successful, requires the greatest care and husbanding of resources; buying the raw material in the best market, and turning over the capital frequently. Getting an honest day's work for an honest day's pay from every employe, and cannot be run as a home for invalids.

I have no plan of my own to offer, but it does seem to me there would be grave danger of losing our capital, to adopt Brother Osborn's idea, and could do better to donate it to the needy, knowing that same would receive the benefit intended.

The question will undoubtedly be one of the leading one at the next Grand Division, and it seems to me we lack the knowledge to arrive at the proper understanding of what is necessary. If the G. C. C. or the G. S. & T. would request each Division to furnish their delegate with the number of members in their Division that would in all probability make an application for the benefits of a Home, or provisions for old age. Also members of the Order of other Divisions that were in their jurisdiction, we might then have some ground to work on. It

would also be necessary to know if there were members of his family that were to be included in this provision.

I hope that neither Brother Osborn nor any other Brother will think for a moment that I am against the proposition for taking care of the old and worn out members. I think we should be guided by the example of others, and when we decide on a plan let it be one which will be broad enough and strong enough to live after those now here have passed away, and be a monument to the foresight of the conductors of America.

Tacoma, Wash.

JOS. B. W. JOHNSON.



#### Editor Railway Conductor:

After a quarter of a century the conductors again organized in this mountain town of Evanston. Division 45 organized here in 1875, then moved from here to Ogden, Utah, in 1878, if my memory is right, with fifteen members. We organized Division 408 in Evanston December 10, 1900, with 24 charter members and a few more in sight when they are eligible to ride the goat. If this lesson is not enough to convince the most doubtful unorganized conductor that the O. R. C. is part of the machinery of the highways of commerce and is recognized as such all over the American continent, taking in Cuba, Porto Rico and the Philippines, and is now considered the color bearer of organized labor, if he will not line up then he should be considered an enemy to organized labor and petrified in his views as to his protection of himself and family and good progressive railroad service. In 1875 when we were organized here the first time, conductors hired their own brakemen. I have on two occasions put brakemen off my train for not doing their work as I told them and brought the train into terminal without a brakeman. This was before there was any air. If I would do that now the superintendent would meet me with a time check at the register book. Still, he holds me responsible for their actions while on duty and has discharged conductors for the actions of his brakemen. I claim this is wrong and it won't stand to come before the general managers' association where it should be taken. Either let the conductors hire their brakemen or don't hold them responsible for their actions while on duty.

It don't seem to me to be twenty-five years since that time but dates will not lie. We worked by the month then; 24 hours was considered a day's work; \$65 a month for brakemen, \$85 for running train; three meals for a dollar, 50c for a bed; clothing double the price now and all other living expenses in proportion. Now an expert brakeman will make 4,000 miles at two cents a mile with overtime and kicks if he can't make \$90. Meals 25 cents. He can buy a dress suit for \$15, and other expenses are in proportion. Conductors at three cents per mile will kick if he can't make \$125. The question is asked, what brought this about? Organized labor did this! I now ask the question, what is wrong with the O. R. C. that every man eligible should not line up as Brother Wilkins said in his speech at our banquet after the public installation. Those friends of the conductors who were present praise his speech as the best they ever heard on the labor question.

After Brother Wilkins' speech every one present



was invited to sit down to the heaviest loaded table of good things to eat that I have seen since the O. R. C. ball supper at Ogden, Utah, Feb. 13, 1900. Then dancing began with a waltz and ended with Home Sweet Home at 1:30 a. m. Every person present was satisfied and happy, saying God speed to the conductors and wishing that Division 408 might live as long as grass grows and water runs. Our Division Superintendent, Parker, was present, together with Division Superintendent of Motive Power, Stuart, Chief Despatcher Eagan and Wm. Pugh, Ex-Superintendent G. O'Neill. Visitors from Division 124 were E. E. Crocker, J. Conlisk, wife and son, Tom Whalen, O. J. Smith, W. H. Dee, M. C. Deublen. Chief of Police J. Conlisk said in return for our good treatment of himself and party he would give us the freedom of the city of Ogden whenever we visited there. You are all right, Jack.

The Following are the officers: C. K. Wians, C. C.; P. S. Tracey, A. C. C.; J. H. Loomis, J. C.; S. P. Miller, S. C.; Wm. Rupp, S. and T.; Wm. Very, I. S.; Wm. H. Ransom, O. S.; E. W. Burk, Delegate to Grand Division, St. Paul; R. Robins, C. D. Belnap, S. P. Miller, Com. of Adjustment.

Division 408 wishes our Grand Officers and all O. R. C. conductors a happy New Year, hoping that a year hence we can see through the reports from Cedar Rapids that there is not an O. R. C. conductor out of employment. J. DWYER.

Evanston, Wyo.

#### Editor Railway Conductor:

It has been some time since I have used any space in THE CONDUCTOR, but it has not been on account of losing interest. I take great pains to read THE CONDUCTOR, and especially the Fraternal Department, wherein the Brothers air their opinions on everything for our welfare, and some things that are not for our welfare. One well-meaning Brother complains that it has got so on his district that he can't get an Order man a position, and then goes on to state that the trainmaster of the past four years had resigned to accept another position, and he was so popular with the employes that to show their appreciation of his past acts, they met at his office and presented him with a valuable diamond. Now, that article struck me as being "right queer," and about the last thing that I would do, for I believe that a trainmaster is under as much obligation to a conductor who attends strictly to his duties and takes care of the company's property as a conductor is to his trainmaster who gives him an opportunity to do so.

Now, in regard to securing positions: If the Brother will be strictly up to date, have a thorough knowledge of standard rules, be temperate, industrious, and honest, and live up to the obligations of the O. R. C., there will be less complaint about age limit, and the "student question" will die a natural death. Fortunately, I have never been employed on a seniority road, where, it seems to me, a man takes no interest in his work, and where the men behind him push along until he finally gets promoted by what some call "rights," instead of receiving his promotion on his ability and his strict attention to business. We have several Brothers here now, new arrivals, among

them Brother Collins, of 89; Brother Benjamin, of 55, and Brother Daniels, of 57, running trains, and room for one or two more good O. R. C. men that are good hustlers and willing to give an honest day's work for an honest day's pay. They must be honest and temperate, for a man cannot work for the Chicago & Alton Railway that is not a temperance man.

I do not see the need of a labor bureau that some Brothers are agitating. I believe in keeping your record clear. You may have an accident or may make a mistake so that you may be discharged for it, but if you are a good, sober man some other road needs just such a man, and you will not make the same mistake twice. And if your character is good you will not be turned down with the old reply which some hear, "application not approved." What would be the first thing required of a labor bureau from a railway company? It would be to furnish a certificate of character and competency from last employer, and I believe if a Brother can furnish that, then he will have no need for a labor bureau. I see no benefit to be derived from it except by the man who sits in the big arm chair and draws the good fat salary which would be demanded for running such an establishment.

Brother Osborn is still working for the Old Conductors' Home, and the overall or the shoe factory. I admire his perseverance and his desire to do good to his unfortunate Brothers, but I do not believe in the Home or the shoe business, but possibly his letters are for just such thick-headed people as I. Brother Ingram and Brother Bogert are still writing on insurance. I concur with Brother Ingram, and I believe that a great many conductors will live to see the time when they will thank the members of the Grand Division of the 27th session for providing a way to make our insurance as firm as the leading life insurance companies of the country. The Brother who signs "Muskrat" (I do wish the Brothers would sign correct name), has, in my opinion, a good article in August number of CONDUCTOR.

There is some talk of lessening the pages of THE CONDUCTOR and restricting the letters to a certain number of lines. I do hope nothing like this will become a law, for I believe when you restrict such writers as Brother Ingram, W. W. Welch, Muskrat, J. R. Scates, Bogert, Veritas, Capt. Barber, Osborn, and several others who write alternately, you will certainly decrease the interest taken in our official organ.

Division 97 held their annual election of officers today and elected the following officers for 1901: C. H. Burdick, C. C.; P. G. Deyo, A. C. C.; E. B. son, J. C.; Member Board of Adjustment, Charles Watson, S. and T.; R. H. Filson, S. C.; W. E. S. Gib-Braznell; C. H. Burdick, Delegate; P. G. Deyo; Alternate. We have lost several members by transfer and one by death in the past year, and have a membership now of twenty-five. Twenty-three in actual employment on a railroad, with Brother C. F. Scott selling the "Union-made Cracker," and is able to attend Division every meeting, and Brother W. W. Cummings, an invalid, in Lima, Ohio, who has been under treatment for locomotor ataxia for some time. Brother Fred Knight has been recently married to a lady

of Wichita, Kas. Brother Chas. Scott, formerly a member of Division 97, but now a member of No. 6, has also married a lady of Battle Creek, Mich.—Miss Alta Riddle. W. W. Anderson is now located at Denison, Texas, on M. K. & T., and the Brothers of 53 will find him in the Division room as often as he is in town on the meeting days. And now, Brother Editor, wishing you and members a happy and prosperous New Year.

Roodhouse, Ill.

C. H. BURDICK.



#### Editor Railway Conductor:

I take great pleasure in stating the union meeting held in our little city of Newark, O., on the 2nd inst., was very largely attended by the five different railroad Orders of the B. & O. system. Namely, the O. R. C., B. L. E., B. L. F., B. R. T. and O. R. T. Everything passed off in the very best order. Those present at the evening meeting at the auditorium, as speakers, were the Hon. Herbert Atherton, mayor of our city, Hon. Geo. K. Nash, governor of the state, Arthur, Sargent, Garretson, Dodge and Vanatta, and will say that some of the speeches, especially the ones made by Arthur, Sargent and Dodge, were very spicy and to the point. The installation of officers for Licking Division, which should have taken place on the first Sunday of this month, had to be put off until the ninth, on account of union meeting. The election was gone through with in the proper manner according to the by-laws and constitution of the Order.

The officers elected for the year 1901 are: U. G. Ferguson, C. C.; J. Doyle, Jr., A. C. C.; J. H. Meador, S. and T.; W. C. Smith, S. C.; C. C. Farabee, J. C.; A. T. Irwin, I. S.; C. E. Doran, O. S.; Division Committee: S. F. Moore, Chas. Reel and Miller Shafer; Division Trustees: C. H. Traxler, Converse Wylie, and L. A. Scheffer; Delegate, U. G. Ferguson; Alternate, W. C. Smith. It was very satisfactory to all the Brothers. Of course there was more or less talk over election of officers, as it is hard to suit all. Brother Harry Connors, who is rather windy at times and hard to hold in check, had to have his say or bust, but Harry is all right, just the same, as he is not afraid to express himself at any stage of the game. Then there is Brother Geo. McGuire, who is equal to Westinghouse air jam, is screwed down to a very low pressure and is liable to pop at any moment. Of course Brother Donavon, who was knocked out of the deck of his caboose a short time ago, had to say something about the engineer trying to stop the caboose first, but Brother Donavon has recovered enough to make himself heard in the Division room.

A. F. HENLEY.

Newark, O.



#### Editor Railway Conductor:

At a meeting of Division 1 held Sunday December 16, 1900, the following officers were elected for the ensuing year: S. M. Fitch, C. C.; E. A. Barnett, A. C. C.; C. H. Warren, S. and T.; C. Williams, S. C.; J. M. Winslow, J. C.; T. F. Davidson, I. S.; S. S. Guthrie, O. S.; W. J. Lacy, delegate; J. M. Winslow, alternate; A. W. Connors, A. F. Fleming and N. H. Wood, trustees. All the officers of the Division were elected by unanimous vote. In the selection of delegate there was some difference of

opinion as to whether Brothers Lacy or Litchfield should represent the Division. Brother Lacy was selected; he will ably represent our Division; being a forceful speaker, a good debater, he will have opportunity to take care of the interests of the largest Division of the Order. While Brother Lacy is not in service he has kept well informed along the lines of working conductors and has been a close student and attendant at Division meetings.

Some slight difference of opinion developed in choosing trustees, but taking the entire election proceedings it was the most largely attended and most thoroughly harmonious that has ever been conducted in the Division. During the progress of the election the Division was agreeably surprised to see Brother E. A. Sadd enter the Division room. He was cordially received by the officers and members, and in a neat speech he told the Division of his long illness and referred in terms of praise to the kind and generous treatment bestowed upon him by the Burlington people.

Brother Fitch our new Chief Conductor will make an excellent officer. The wisdom of his choice will manifest itself in many and substantial directions. His progressiveness will warrant the hearty co-operation of the entire membership. It is expected we will lose some few members who will transfer to other Divisions in the city on account of location, but at the end of this next year I predict a good showing.

Several of our members are expecting state appointments and it is reasonable to suppose the governor-elect will see that the railway men are duly recognized. I have been informed that all the Divisions will join hands and try to make the stop-over of the delegates and their wives who pass through Chicago going to the Grand Division as pleasant as possible. It has been suggested that rooms be secured at our best hotels and make a special effort to add to the comfort and pleasure of the visitors. If the delegates will notify our genial Secretary, Brother Warren, I feel assured that they will receive the proper attention.

I sincerely hope the Grand Division will take some definite action regarding the Home. This worthy institution is deserving of earnest attention. The number of honored guests comfortably housed there commends the institution to every thoughtful man engaged in the laborious and hazardous occupation of railroading. Each year new restrictions are added to the already long list which disqualify men for active service. The age limit is steadily and surely narrowing the period of usefulness. The necessity of ample provision for the care of those who unfortunately are no longer young is apparent to all and should be met cheerfully. I believe that each of the railway brotherhoods should control the Home through a board of trustees elected at each Grand Convention. A small per capita tax could be levied on each member for the maintenance of the Home. Division 1 will make a canvass among the wholesale groceries of Chicago soon, and we hope to get a donation for the Home; while a few boxes of canned goods, possibly a few hams, don't seem much, yet it is just such articles of food that makes the expenses of the Home. Now, Brothers, don't forget the craft. Dispense with a few personal luxuries and send an occasional penny to the

boys at Highland Park. Our Division will give their annual ball in Masonic Temple Wednesday evening, January 23, 1901. We will endeavor to make it a grand success.

Many prominent labor leaders are in the city this week attending the industrial conference at Steinway hall, being held under the auspices of the National Civic Federation. Carrol D. Wright Samuel Gompers, Grand Chief Conductor Clark, Grand Master Morrissey of the Trainmen, and others will discuss the question of arbitration. Many railroad men of the city are in daily attendance. A lively interest was taken in the paper read by First Vice-President E. D. Kenna of the Santa Fe. Mr. Kenna outlined fully the interest of the employers, employes and the public in industrial warfare such as strikes. In a forceful way he showed the public interest overshadowed all. He expressed little confidence in the various forms of arbitration, especially that which is compulsory; but held the inexorable law of supply and demand must necessarily determine the result of industrial struggles. He also stated the present strike of Telegraphers on the Santa Fe system was the first which the present management had been unable to settle in conference with its employes. He declared the Telegraphers had failed to carry out the conditions agreed upon in conference, hence the strike. Mr. Gompers scored the railroad official for presenting the case in the absence of some one to represent the strikers' side of the controversy.

The railway men of Illinois are hopeful of Senator Cullom's re-election to the U. S. Senate. They regard him as their true friend. Wishing all Divisions the same degree of prosperity and good health that Division 1 has been blessed with during the past year.

CHICAGO.

Chicago, Ill.

#### Editor Railway Conductor:

The undersigned was elected to the exalted position of official "kicker" and correspondent for Division 92, commencing my duties before the old year is gone, closing another volume of life's history, and open a new balance sheet with Time. As we shut and clasp the old book marked 1900, would it not be well to take it once more in our hands, scanning its pages to see what they contain? We may find some that we would love to dwell upon, telling of plans achieved as well as obstacles overcome by the fervor of a stern resolve. Here are pages all stained with a record of selfishness. Pass that by, not to be rewritten in the new book of 1901. Here is a kind word spoken to one who had sought to injure us. At the time we almost regretted it, but now it is one of the brightest spots in Memory's book. Here is a paragraph filled with bitter words uttered in personal hatred. We can say that in calmer and saner moments it gives us no joy to know that we have made an enemy at the expense of our manhood. Looking over the book of Life, and the many incidents in connection therewith, now seems but a little thing. But it was enough, and the intimacy of years of the closest friendship has given away to coldness and restraint. May we trust that Time, the subtle healer may efface the record and make friends rejoice. We cannot tell, but as we pass on down life's rug-

ged stream, we pay the tribute of a sigh for old times' sake, or we may find some manly words spoken in defense of one that we have wronged, brightening the future pages of our better life. Division 92 will commence the New Year with much good material. There are some seven or eight eligible to membership in the Order. By 1902 we hope the push and energy of the new officers elected will swell our membership to the 100 mark.

C. H. ARTHUR.

Indianapolis, Ind.



#### Editor Railway Conductor:

The year 1900 is fast drawing to a close and before this simple letter of mine reaches the many readers of THE CONDUCTOR, the year will be gone, also my office as correspondent. We hope to accomplish much good in the new year. Let our aspirations be high. Try to elevate our Order. Let us remember the Golden Rule, "Do unto others as you would have them do unto you." It seems to me after all that life itself is man's most effective teacher. However wild a man's estimates may be while his blood is hot and thick, when his hair begins to whiten, and his eye to dim, unless he is hopelessly dull, he gropes his way nearer to truth. In our long voyage, when the flush of youth is over, it may be that we shall value less the gaiety and fun of these early years and betake of ourselves to more serious work, and, presently, even work will lose its use and zest, and the shores of the world about us will grow hazy and dull and we will see the importance of our insurance. Brothers, look well about your insurance. You cannot tell what time you may be cut down. Protect your loved ones from the cold charity of the world.

I will say a few words in reference to the newly elected officers of Division 148. Brother J. A. Stone, our Chief Conductor, who has so loyally stood by our Division for many years will again preside over and guide us. Jim is the right man in the right place; true to his obligations and always ready to extend the right hand of fellowship to all. Next comes W. T. Capehart, assistant Chief Conductor. Bill is one of our old landmarks and without him to assist Brother Stone in presiding over the meetings, the boys would not think the Division complete. When meeting day comes he never fails to be on hand. He is a true Brother to the Order. The same can be said of Brother R. B. Stegall, our Secretary and Treasurer, who has again been chosen by the Division to look after the finances of the Division and to remind the Brothers when they get a little tardy and forgetful of their dues. Brother Bob is all right. I know I voice the sentiments of the whole Division when I say Brother Stegall has a life-time office in Division 148. For Senior Conductor we have Brother Wm. Thomas; for Junior Conductor, Brother B. F. Griffiths; for Inside Sentinel, Brother F. B. Scroggins; for Outside Sentinel, Brother W. E. Wheellock. Brother R. W. Smith, who has been our A. C. C. for the past year retires from office, as his position will be so the coming year he can not meet with us regularly. Bob, we are sorry that fate has willed it so. Brother Bob has a position on the Selma division of the Southern Railroad. Brother, we wish you good luck in your new

field. May you live long and prosper is our wish. Brother Lenter also of Division 148 has a position on the same road. Brother, we wish you well and hope that kind Providence will permit you to meet with us often. We are looking forward with great pleasure and expectation to the day of installation of officers. Our entertainment committee has promised a banquet on that day and the boys are expecting some good things to eat (myself included, as I am an epicurean my wife says.) Auxiliary 48 will join us in the installation, and boys, a little bird flew around the corner and told us we would have to get a move on us as the Sisters never do anything by the halves. They are holding secret meetings and it means something in the way of a surprise to all. The silent influence of woman is weighty and does much to keep this American republic moral and sane.

I must tell you about the Dutch lunch that Sister Stone and Sister Capehart gave in honor of Sister Neddo, who has gone to Norfolk, Va., to live. It was a grand success. I wish I had time and space to report it. It could not be excelled. The tables were loaded with everything that heart could wish for and we did it justice. After the lunch the music began and I wish you could have seen the boys and girls trip the light fantastic toe. After a few figures were danced Brother Stone and Sister Capehart cut the pigeon wing in a faultless style and Brother Kelly, O'Rear and little Miss Erminea Neddo danced the cakewalk to perfection. After that dance Miss Erminea danced the skirt dance to the gratification of all. She cannot be excelled in that dance. It is with much sorrow that we report the accidents to three of our Brothers: Brother Heslop, Brother Allison and Brother Martin. Brother Allison in getting aboard his train at Dayton fell and broke his leg. It will cause him to be off his run some time. Brother Heslop was standing on the foot-board of switch-engine while passing through the yards. It being very foggy he could not see but a short distance ahead. They ran into a lever car that was coming in an opposite direction and collided, breaking Brother Heslop's leg in three places. Brother Martin fell and his leg was cut off below the knee. He was knocked off the train by making a mistake. It is very serious to think of the sad accidents that come to the railroad boys. Brothers of all the O. R. C. Divisions, if you ever come this way, the latch string hangs on the outside of the door. One of the things for which the people of our city are especially noted for is their warm hospitality to visitors, so I will bid you good-by by wishing you all a Happy New Year.

Chattanooga, Tenn.

B. F. GRIFFITHS.

#### Editor Railway Conductor:

I thought some of the Brothers would like to read something about this land of flowers, and milk and honey, and as I have seen a great many letters from Brothers and conductors, relative to a home for the aged conductor when he has a collision with a time check, I thought I would ask some of the snow-bucking Brothers to come this way and see what we have for climate, and fish, and oysters, and shrimps, and crabs, and if we are ever able to fix up a home for our aged Brother, when the company lays him on the shelf, we

ought to try and fix him where he can have as many days of sunshine to the year as possible, so that the cool blasts of winter will not chill his blood and where he can fish 300 days out of the 365 days, as this is strictly a shirt-sleeve country. A man came in the other day and asked me if I had a coat to sell, as he thought we were going to have a hard winter. He had not had a coat for seven years. We can raise 300 bushel of sweet potatoes here to the acre and 60 bushels of rice, and \$6,000 worth of champaign wine to the acre, when we plant our land to grapes. If there are any of the Brothers that do not believe it, let him chip in a dollar when he holds better than 2 pair. I came to this coast in 1880 to save funeral expenses and I now tip the scales at 210 pounds and as long as I can pull the bell line on a vestibule mule I can earn my three square meals per day, and have no regrets that I was not kin to Jay Gould. Our fine potato crops here are bread and meat and shoes for the little ones, as they can sit by the fire and roast potatoes and do not need shoes. We have a place here consisting of 120 acres of fine land. We are going to build us an O. R. C. club, and any Brother can join us who has a 21 jeweled watch and can leave a terminal with a clearance card for breakfast and carry signals for dinner and run around supper where overtaken. When he comes this way we will give him a sail boat or naptha launch and a frying pan, find fishing poles and show him where he can catch the remainder of his living. I would like for some of the ice-bound Brothers to come down this winter and enjoy our sunshine as we only have two seasons here, that is summer and Mardi Gras. Any of the Brothers can get "hot chalk" enough to bring them to Mardi Gras.

Give my kindest regards to Brother A. J. Corbitt, of the Grand Division as he is the only Grand Officer that I am acquainted with. Brother Corbitt and I began twisting brakes together way back in the sixties, with engines the government had when the war closed, and with rails a yard long, and chain jointed. We often carried signals for dinner, to run second section and second sections was very late, but we had no contracts at that time to put in card for overtime. Wishing you a Happy New Year and many returns of the same and long life to the Order, and best wishes to all the members.

TROUT EATER.

Orange Grove, Miss.



#### Editor Railway Conductor:

This is a gentle murmur from Sioux City Division No. 232. We are too nervous to speak very loudly this time. We are just awakening from a trance—suspended animation. But we are working up—working up in several ways—and as a result we desire to salute you all with "a happy New Year." May the spirit that is abroad in the land at this glad season bring you, besides the gifts of friends, much pleasure, contentment and good will. The joy bells are ringing, the laurel and the holly deck the home as well as the public temple. Prattling child and hoary age alike, are waking to the cheerful sounds of festivity. Gifts and words of love and friendship jostle each other as they pass upon the public highway and the air is vocal with the rich, abundant greetings of tenderness and love. A wondrous festival it is. A won-

drous day, when men forget their cares and women their sorrows and all unite in joy and merriment. A wondrous song it is, that echoes from the plains of Bethlehem, through all the ages, down the valleys of the Piedmont, across the snows of Greenland, amid the glens of Scotland, until, striking our own fair mountain slopes, it is echoed and re-echoed to the sea; a wondrous table that is spread. In bungalow and hut, in palace and in stately temple a wondrous multitude of guests innumerable: coming from their homes of ease and comfort; miners, from their dark homes in the deep hollows of the earth; sufferers upon sick beds; men far out upon the sea; poor children, rich and mighty men; men humble and ignorant; under tropical suns and eternal snows. A multitude that no man can number, gathering and singing this wondrous song upon this wondrous day, while all the world holds high festival. It is a wondrous influence, this Christmas of ours possesses. A wondrous influence that, spreading over land and sea, has power to change, as if by magic, revenge into forgiveness, coldness into genial warmth, indifference into cordiality, hate into love! Sweeping along the endless path, it transforms man's darkest passions into soft and holy emotions. A wondrous spirit that pervades the human hosts and fills their souls alike with that generous charity that gives, not from the hand alone, but of the heart as well and whispers sweet and low: "Peace on earth, good will to all." What is this spirit that takes possession of the heart of every man and woman at this special time and fills them with kindness and charity toward all? It is the spirit of Universal Brotherhood! It is the essence of the teachings of the O. R. C. It is the spirit that should be always present in our Division rooms, should be ever with us in our dealings with our Brother members in and out of the Division room, and in short, should govern our relations at all times and under all circumstances with everyone with whom we come in contact. Let all our members constantly and consistently practice this spirit of true brotherhood and ours will become the greatest, grandest and strongest order ever known to man. In this spirit No. 22 greets you. We have elected our officers and installed them, elected our delegate to the convention and in other ways complied with the laws of our Order made and provided. We have placed in positions of trust men who are recognised as having the interest of the Order at heart and who we believe will render efficient service for the coming year, and having performed all these details in a prompt, satisfactory and fraternal manner, we arise, make our bow and respectfully notify you that No. 22 is in the procession and marching right along in spite of the fact that no loud noise has been made to locate its position in the parade.

Hor.

Sioux City, Iowa.

Editor Railway Conductor:

The old reliable, with a good attendance of members resplendent in their new badges recently purchased, held an old time meeting on their regular day, Dec. 9, electing officers for the new year and transacting other business of importance. We can say with pride, not a member present in

last three meetings that wasn't perfect in the work. Quite a change from the past, when some of our old wheel horses could not stumble through four lines scarcely. The coming of new members, composed of young runners, is the main cause of the advance made, and if each one will exert his influence with some one of our luke-warm, chilly absentees, we will close the year 1901 with a record second to none. We have got the stuff if we can get it dosed out properly, to inspire new life into almost any kind of a drone. A departure has been made from our methods of the past by electing some of our youngest members to office and we are satisfied with our choice. Following are those elected for 1901:

R. J. Montgomery, C. C.; M. C. Whitcomb, A. C. C.; Eugene Ireland, S. and T.; Frank Cook, S. C.; Thos. Foster, J. C.; Chas. Childers, I. S.; Harry Flowerfelt, O. S.; Trustees, John Cuddahy, M. C. Whitcomb and Chas. Flowerfelt. Brother Eugene Ireland, formerly passenger conductor on the Pennsylvania and the L. H. & St. L., is our delegate; Brother R. J. Montgomery, alternate. The former, while not a spring chicken in railroad service or Division matters, is old in the ways of the world, and if Brother Geo. Smith, of Boston, should meet him in the giddy city of St. Paul, don't write him up, but cover all with the mantle of charity, for we know how the old thing goes.

Just now, as employees, we are not unlike in many ways to Barnum's "What-is-it." Little by little all that reminds us of the O. & M., B. & O. S. W., is disappearing and very soon all traces of a road once dear to us all will be obliterated. It is like giving up a life-time friend, for many of us began in early years to work for it. Some are here yet who began even when the road was almost in its infancy. While many changes of management have taken place, new faces have come, and old familiar ones have disappeared, yet, withal, its originality has been maintained in a marked degree, up to very recent years, but now with the recent changes in methods of handling business, we are still to have another and we learn that it will all be B. & O. by Jan. 1. Somehow the two letters with the and between them look chilly and seems to carry with them suggestions of still more grit, but oh, how much can we stand? It has been said that the degree of manhood in a young man should be marked by the number of temptations he could withstand, and now we suppose that our ability as employees must be tested and the amount we can stand be judged by longer trains, longer hours, and less rest. Well, misery loves company, and this reminds us of a letter read from E. B. S., yardmaster in the sweet sunny south, where gaily plumaged birds sing in the dead of winter and the land where monkeys eat oranges the year round, in which he speaks of it being tough, and he speaks of Old Huldah—suppose that is the old mill that he shoves them out with. We hear the same from Maine to California and from the lakes to the Gulf of Mexico, so we are not alone. With all of the adroitness that has in some cases been found necessary to gain additional pay for services rendered, railroad companies have gone us one better, and we are now receiving less pay, all things considered, than we were ten years ago. But we don't blame our officials or any one man—

agement—it has come along in the natural course of events and increased business. The business rivalry has sprung up—it is necessary to economize in every little detail, with rates cut up as they are, to derive any earnings, and, well, we are helping them out, you know. 'Tis only bread cast upon the waters, etc., I don't think. Wishing all a good and prosperous year,  
C. W. M.  
Seymour, Ind.



#### Editor Railway Conductor:

As the time for the Grand Division is drawing near I would like to call the attention of the Brothers to the question of what is known as the "double header." In other words, holding membership in Order Railway Conductors and the B. R. T. In my opinion this should be stopped for the good of the Order. No man in railway service is more in favor of every man in train service belonging to the O. R. C. or the B. R. T. than I, I think very little of the man who is willing to work year after year and enjoy the benefits derived by the labor and expense of the different Railway Orders and contribute nothing to their support. I know from personal observations that questions will arise when it is impossible for a man to be honest with both Orders. I know that we would lose some members if the constitution is amended to prohibit holding membership in both Orders, but every member would then have the interest of the Order of Railway Conductors at heart and would be true to himself and his obligation. I hope there will be some action taken on this question at the meeting of the Grand Division. I would like to hear from others on this question.

Atchison, Kan.

F. J. LOGAN.



#### Editor Railway Conductor:

Division 115 elected the following officers for the coming year: Hayes P. Speakman, C. C.; Frank E. Farley, A. C. C.; Milton G. Pumphrey, Sec. and Treas.; F. L. Watson, S. C.; W. W. Brown, J. C.; Mose Morris, O. S.; A. R. Holbert, I. S.; Thos. Billingslea, B. Bryant, F. L. Watson, Trustees and Finance Committee; Fred W. Salter, Member of Legislative Committee; A. B. Murray, Delegate; R. H. Plant, Alternate; Thos. Billingslea, Cipher Correspondent; W. G. Pumphrey, Correspondent for Conductor.

We do sincerely hope Division 115 will keep up the good record for the coming year that she has in the past and if any one has had any ill feeling or feel sore over the actions of any Brother I hope they will bury it forever and do their duty to the Order and themselves by attending our meetings and live up to the obligation they have taken. Our worthy Asst. G. C., C. Wilkins, paid us a visit and gave us a good long talk on subjects we are all interested in: "Federation," "Old Conductor and the Young One." His advice was, "be charitable to the Old Man. Help him to hold his run instead of trying to down him so you can take his train. Young conductor today but the old conductor in a few years. The farmer's boy plowing corn today will be the conductor when your whiskers are turning gray." In my last letter I said good-bye and laid away my old rusty pen supposing my Division would be only too glad to lay me on the shelf and elect a younger Brother as correspond-

ent but here I am scribbling away. Brothers, if you don't approve of my style of writing don't kick, you did it by giving the unanimous vote of the Division and I could not help it.

San Francisco, Cal. MILTON G. PUMPHREY.



#### Editor Railway Conductor:

You may remember that in September I wandered into your sanctum with a proposition to submit to the Brothers for consideration—a plan which, if considered and ultimately adopted, would result, I think, in a vast decrease in expense and increase in efficiency of our legislative body in each session of the Grand Division. This was, in short, a suggestion to adopt a system of representation by districts instead of Divisions. This thought contains no element of novelty, for it is as old and as logical as the principles upon which our democratic form of government is founded. It is a declaration that looks toward a system of fair, equal and logical representation, where one, ten, twenty or thirty of our members shall receive the same degree of recognition and benefit on the floor of the Grand Division that any other ten, twenty or thirty members receive from some other section. A proposition which would make it forever impossible for any one delegate to say of another: "I represent four hundred members; you represent only ten." Or, "I am voicing the wishes expressed by the members of a half dozen General Committees of Adjustment in my Division, while you do not even represent one." Imagine, if you can, Brother Editor, the condition of affairs which would exist if our national house of representatives was organized and conducted along the same antiquated, illogical and un-business-like lines that mark our present system of representation in the sessions of the Grand Division, when one member would represent ten thousand voters, while the fellow member, from the same state, perhaps, would act for one hundred thousand. How long do you think, Brother Editor, it would be before there would be a decided demand for a "re-districting" of that territory? When the voters of one district would be assured that they were not paying ten thousand dollars for a degree, or a quality of representation that their neighbors in an adjoining district were only paying one thousand for. On the contrary, with what scrupulous care this condition is guarded against. And while it is true that we do have at times evidences of gerrymandering—caused by political pressure, and which we could never have—yet we may rest assured that each member of the house of congress represents, approximately, 200,000 souls, or 45,000 voters.

The assurance that there was room for reform in the manner of choosing and dividing our representatives in the Grand Division became a fixed fact in my mind away back "in the 80's"—as Brother Murat says—when I would sit and watch the valuable minutes, hours and days fritter away within the walls of the Grand Division hall, and looking forward to the coming sessions could only see that what then appeared to be only minor evils would some day become matters of financial and moral importance. That that time has come to us and that it is of importance that we should recognize it is, I believe, a fact.



The last session of the Grand Division of the B. of L. E. in Milwaukee should have been an object lesson to us in this connection. Understand me, Brother Editor, and Brother B. of L. E., I do not wish to pose here as a critic of my neighbor's business ability, but I take it that it is fair to judge of what one may encounter in any certain path when we know what some other equally observing and intelligent traveler has found in the same highway. I wish to take the case of the Brotherhood of Locomotive Engineers as an example for these reasons: First, because it is the pioneer organization of its kind; second, that their experience of today will undoubtedly be ours a few years later; third, their method and character of representation is identical with our own. Therefore, when we note that their last Grand Division cost them in round figures, \$200,000, and covered a period of thirty days, it is not too much to suppose that such will be our experience at our meeting in New Orleans or Winnipeg in 1909. Some statistical member advised the B. of L. E. at the close of the session at Milwaukee, that it had cost them just \$6.20 per minute to do the necessary or unnecessary work of the meeting. Now, Brother Editor, if there is any way by which we can avoid such a conclusion, and at the same time improve the mental and legislative ability of our governing body, might we not very profitably take it up for consideration? Should we wait until we have become more firmly wedded to our idol of the past? Is it ever to soon to begin a reform?

Let us then decide to so amend our laws relative to representation in the Grand Division, that the Grand Chief Conductor shall be directed to divide the territory covered by our membership into districts, numbering or naming each one. Said districts to contain, as near as practicable, 500 members. Do I hear some Brother say "that is too many?" I would refer such an objector to Division No. 1 with its 400 members, and I do not think that any one who has ever attended a session of the Grand Division has ever thought that Division No. 1 was not ably represented. After these geographical lines have been once established, all Divisions within them would proceed exactly as at present and select their delegates at the regular meeting for that purpose. These Division delegates would meet at the time and place designated by the Grand Chief Conductor for such district and there select one from among their number to represent said district at the following session of the Grand Division. The cost of such representation would be made a pro-rate tax upon the whole district. Do you not think, Brother Editor, that we would find the floor of the Grand Division graced with the very best talent found in the Order after having made this double selection in delegates? We would find that we would have a body of say, forty members, instead of the 500 that we are drifting forward to now.

Suppose that the cost of sending each delegate to the Grand Division is \$100; it would cost each member in the district 20c, in addition to the expenses, to each individual Division of the sub-delegate who represented his Division in the selection of a district representative. Let us see how our present plan works to its members in delegates' expenses: Division No. 1 with 375 members costs

each of its stockholders 26 cents for representation in the Grand Division. Division 23 with 10 members costs each one \$10.00. You would find that the cost of holding a session of the Grand Division had been reduced from \$100,000 down to \$10,000; or from \$200,000 down to \$20,000; and this is not all. I think that you will agree with me that we should secure more active and advanced and beneficial legislation from the ten per cent of legislators so selected, in ten days than it is possible for us to get from the entire present body in thirty days. We might then be able to force ourselves to accept some of the fifty, seventy-five or hundred thousand dollar gifts that have been urged upon the Order by various cities to secure the permanent headquarters of our organization. To think that these munificent offers have been allowed to beg at our doors since '89 and are yet not accepted! We would then be in position to adopt the suggestion of Brother L. E. J. of Toledo, in the November CONDUCTOR to hold our sessions of the Grand Division at our own Home in our own building and in the city of our headquarters. And our sessions would then be of such a character and would be conducted with such economy, celerity, and such a degree of intelligence that would convince the public that our business meetings were not merely bi-ennial junketing trips, attended as at Detroit, by one thousand conductors and families. The time is surely coming when the attitude of transportation companies will make the holding of such stupendous, country wide picnics an impossibility. Let us then reform ourselves before others reform us.

Brother Ingram, in commenting on my proposition to take up representation by districts instead of Divisions, asks if it would not result in "hair pulling?" And Brother Murat says that it would tend to create gigantic "rings." Perhaps the same reply will answer both objections, and that is to point to our present entirely logical and satisfactory method of forming the "legislative" organizations in each state, territory or province. When the Division representatives meet in accordance with the call of the Grand Chief Conductor to select their representative who is to remain during the session of the legislature or parliament, we do not hear any claims that it has resulted in the "pulling of hair," or the formation of cliques or rings. Undoubtedly the best or most available member is selected and the rest of the delegates go back to their every day duties. While it is an encouraging indication to see our members looking for and advocating reforms along several lines, yet, let us take up these matters which entail the greatest waste and loss of prestige in our counsels. If there be any way possible to save ninety per cent of the cost of our bi-ennial sessions, and at the same time enhance the quality and diminish the quantity of legislation, let us do it; for the time is surely coming when we shall need the money for other purposes. Let us then, decide to do our business in a business-like way, with equal representation to all; with the very best talent of the Order to enact our laws; with each session of the Grand Division held in as economical manner as possible, we shall take our place, where we should, as the most advanced railway organization in the land.

H. W. G.  
Elkhart, Ind.

Editor Railway Conductor:

"Division 181 has held their annual election of officers with the following result: E. K. Cleveland, C. C.; E. E. Dixon, A. C. C.; T. J. Hickey, S. C.; L. Hartman, J. C.; Jno. Poore, I. S.; W. H. Garey, O. S.; W. A. Hall, S. and T.; E. R. Brewster, A. F. Cleveland and T. J. Hickey, Div. Com.; T. A. Brown, Legislative Committeeman.

We have to start the new year with about 55 members, and as we have only one line of road to procure members from we feel that this is pretty good. We have very good prospects to have the opportunity on enlightening some of our daily companions in the secrets of the lodge room in the near future, as there are a number of our young conductors who have expressed a willingness to tackle his honor, Mr. Goatship. There is one thing that our Division has to contend with, and from what we can read in the official organ of the Order, all Divisions are in the same boat, that is, non-attendance. I am sincerely in hope that before this year closes some good Brother will make the valuable discovery of something that will bring every Brother who may be fortunate enough to be in on meeting days. Our Secretary requests every Brother to pay his dues in the Division room, as it makes a great deal more labor to receive it every place, and possibly it will be the means of getting some Brother to a meeting who otherwise would remain at home. Several of our Brothers have been on the sick list for some time, but am happy to say we again have the pleasure of seeing them fill their usual places.

Wishing all a Happy New Year. GRAB ALL.  
Chillecothe, O.



Editor Railway Conductor.

Will you kindly allow me space on your pages to inform the members of our beloved Order, north, south, east and west that there is a fine little, live Division in the healthy little mountain state (West Virginia). We named it Parkersburg No. 369, and I, being its father, am naturally very proud of the kid. We have 34 members. We are out of debt, got \$250 in bank and carrying building association stock. We seldom ever miss a meeting, and try to keep posted on those things pertaining to our Order. We have elected and installed our officers for the year 1901, and being good men and true, we trust they will always be ready, in fair weather or foul to start on time, make schedule to next terminal, 1902, o. k. Our officers are as follows: C. W. Ebert, C. C.; J. W. Wilson, A. C. C.; M. Clark, S. and T.; G. C. Hill, S. C.; Geo. H. Bailey, J. C.; M. Riser, I. S.; B. J. Patton, O. S.; V. P. Stewart, Delegate and B. J. Patton, Alternate to Grand Division. Geo. H. Bailey was appointed Cipher and Journal Correspondent.

Come to meetings and help to keep the old canoe in the channel with its nose up stream, and you will have no kick.

G. H. BAILEY.  
Parkersburg, W. Va.



Editor Railway Conductor:

When ever I receive any CONDUCTOR, I usually turn at once to the Fraternal columns, looking for something from Mexico. For the past two months nothing has appeared. A letter in Railroad Span-

ish would be better than nothing. What is the matter with "Los Senores Correspondencias?" News from Mexico is usually of more than ordinary interest. A residence of 12 years in the country, dating back to the time when construction work was commenced on the Mexican Central railway, gave the writer a somewhat interesting and varied experience, both pleasant and otherwise. The mention of the name brings to mind a flood of recollections, and although still content to plod along behind the times, still cultivating the soil in the primitive manner as in the days of Moses, my heart will always retain a tender spot for Mexico, the Egypt of the new world.

"Where 'ere I roam, whatever realms to see, my heart untraveled, fondly turns to thee." It is a land of surprising and unending interest to the tourist and sightseer, and offers virgin fields to the prospector and speculator; a land replete with legends and story, of the days when the Montezumas held sway in all their pristine glory. The advent of the railway was an unwelcome guest in Mexico; but its establishment was just as irresistible and certain as that of the Pacific conquest, by which I mean the gradual absorption of the country and people by the Anglo-Saxon race. When the Central was nearing Guadalajara, which is, by the way, the most beautiful city in the republic, I read the following in Juan El Pauadero, the leading newspaper: "Soon the sound of the locomotive will be heard in our beautiful city, bringing smoke, noise and the Gringos, with their blond heads and big feet, speaking in an unknown tongue. We can only bear with becoming patience, the ills that are forced upon us." The old priest who had charge of the neighboring parish, of La Luiz told his little flock to beware of the railroad, and everything connected with it, for it was the machinations of the evil one. He furthermore told them the devil himself was on the inside of the engine, and that every time it whistled the engineer bit his tail to make him scream.

In one respect Mexico is far ahead of this country, in the provision that is made for parks and plazas, the breathing places for the rich and poor alike. I do not know of a single city, town or even village, however small, or obscure, but what has its park or plaza, and each and every one provided with a music stand. On certain days and nights open air concerts are given, and always on Sundays and feast days, one can be sure of listening to and enjoying one of those typical and inimitable concerts; occasions so dear to the hearts of the music loving Mexicans. And what delightful music the native airs of Mexico are; always with a strain of sadness running through them. Mexico can properly be spoken of as a musical country. The playing of the native musicians calls forth exclamations of surprised delight from competent critics. At these serenades one enjoys a splendid opportunity of seeing and studying all classes of Mexicans on dress parade, as it were. From the proud stately Don and his family down to the sandal-footed peon, in his "father Hubbard pants." The latter may be priest-ridden and poverty-stricken, as 'tis said of them, but they seem happy and contented. And here one can see in all his glory, the spider-legged Mexican dude, the rag end of a decayed civilization. From out

the reminiscences comes many incidents of the Tampico branch of the Central. At one time in its dark history, traffic was carried over it with almost no road bed, and with one or two officials whose equal I daresay no other road was ever cursed with. For beautiful scenery and heavy grades, picturesque water falls and twenty-two degree curves, tropical fruit, flowers, malaria and sand flies, it is undoubtedly the most unique and distinct piece of railroad pike that traverses any country.

A. E. BATES.

Knoxville, Tenn.

#### Editor Railway Conductor:

Division 319 elected the following officers for 1901: C. E. Bull, C. C.; Milton Clapp, A. C. C.; J. N. Nash, S. C.; T. J. Gary, J. C.; J. H. Lawrence, S. and T.; S. B. Bright, I. S.; J. W. Harvey, O. S.; O. C. O'Farrell, Delegate; Milton Clapp, Correspondent. We have, perhaps, one of the best Divisions in this part of the country, with an average attendance of fifteen members. We want the Grand Division to let our present insurance alone, unless they desire to break us up financially. No trouble to get accident insurance elsewhere.

Greenville, S. C.

MILTON CLAPP.

#### Editor Railway Conductor:

I am not a regular correspondent and am located so far from Division headquarters that many things happen that we hear nothing about until it becomes an old story; therefore, on the arrival of each CONDUCTOR the first thing is to look for letters from our own and nearby Divisions. Although I have failed to see any mention of the fact in your columns, we all have heard of the appointment of Brother Frank W. Johnson of the White Mountain division of the Boston & Maine, to the position of station agent at Concord. Concord, the capital city of our Granite state and the junction of the Southern, White Mountain and Concord divisions of the B. & M., is indeed a busy place for an agent to fill, and that Brother Johnson has been selected to fill this position, is a source of gratification to his innumerable friends. While Frank's familiar face will be missed by the traveling public between Concord and Woodsville, and the White Mountain division loses a number one passenger conductor, we feel that the management has made a good selection and our worthy Brother is advanced one step forward.

H.

Concord, N. H.

#### Editor Railway Conductor:

Division 377 is closing a very successful year and much credit is due to the officers and members for their efforts. We began the year with almost nothing in the treasury and can begin 1901 with something like \$250. Our first annual ball, held Nov. 1, was a grand success and netted us \$118, and our private entertainments have been the means of keeping up an interest and bringing many members to meetings that would otherwise forget them. We have lost one Brother this year—Brother Joe Baker—killed in accident at Chicago Heights in July. Brother Salter is still holding the Coal Branch, but does not send any one down from there to be initiated. Brother E. Moore is yardmaster at Bloomington for the C. & A. Brother

Bosker is still with the I. C., and I understand will soon have to transfer. Brother Domahue is in the yard at Waukegan and was presented by his wife with another young conductor not long ago. Brother Robinson is running the Hobart turn-around, but has it easy, as Brother Milligan does all the work. Brother Walt Thurber is yardmaster at Chicago Heights and will soon move there. Brother French has been laid up about four weeks, but will go to work next week. Brother Trainor has gone to work after a week's lay up with sickness. We held a smoker Nov. 26 and there were just thirteen of us, and while some of the Brothers were superstitious of the number thirteen, it was a caution the way they went after the courses on the table.

At our election of officers Dec. 9, the following were elected for 1901: E. E. Lyman, C. C.; H. A. Milligan, A. C. C.; J. H. Lyman, S. and T. and Cipher Correspondent; S. B. Robinson, S. C.; Fred. Hensel, J. C.; S. F. Sherwood, I. S.; F. McPeck, O. S. and Journal Correspondent; Board of Trustees, E. B. French, F. Cowell, M. Trainor; Grievance Committee, H. A. Milligan, E. E. Lyman, M. Trainor; Delegate to St. Paul, H. A. Milligan; Alternate, E. B. French. With this timber we are sure of a successful year. Brother McPeck promises to keep the editor busy if he will put in his letters and the present correspondent was thrown out. The writer had a very pleasant and beneficial talk with our G. J. C., Brother Corbitt, in October. Business was rushing and all members were out and it was impossible to hold meeting, but members regret very much to miss a chance to meet a Grand Officer. Come again, Brother Corbitt.

Joliet, Ill.

PA.

#### Editor Railway Conductor:

I read with surprise an article in December CONDUCTOR by Jose Gros. I was not aware that our journal was to be used as a medium for pro-Boers or others of that ilk to air their grievances. Jose Gros must remember that we have Canadians and Englishmen in our Order, many of whom would have rejoiced to be numbered with those gallant bands from this Canada of ours who joined hands with England and other colonies in this war with Europe in Africa. He says England is the despot of most weak races. I need say nothing about this, for every sensible man knows better. But we did not say this when our friends and brothers (the Americans) were engaged, and still are, in their wars with Spain and the Philippines. We know the history of the war in Africa and know that the cause was just and don't want to be told by any Boer that we were wrong or foolish. By the way, why don't he get those pensions this side? Again, does he know what became of the great German pension scheme?

COLONEL.

Toronto, Ont.

#### Editor Railway Conductor:

Division 304, the banner Division of the state, with nothing but true and loyal members, extends a hearty welcome to all Brothers that pass this way. We have a membership of about 75. We have a healthy bank account, three new ones to initiate and have two more coming soon by transfer cards. Why should we not be happy? Brother

Andy Corbitt paid us a visit on Dec. 2nd and entertained us at a called meeting. We were all glad to meet him and hear his talk and instructions and would be glad to have him with us soon again.

Our annual election was held on Dec. 2nd and the following Brothers elected for 1901: O. A. Harrison, C. C.; R. W. Durpee, A. C. C.; B. B. Ford, S. & T.; E. S. Sharp, S. C.; J. J. Mead, J. C.; A. Wolf, I. S.; J. G. Ford, O. S.; W. M. Wheeler, Correspondent and Delegate; Thos. McCaul, Alternate; N. H. Maxwell, Legislative Committeeman. Our Brother O. A. Harrison was reelected C. C. for the seventh term, an honor that few hold, and one that all might be proud of. Well, as this is my first attempt as correspondent, I will give the readers a Homœopathic dose and watch the effect.

Canton, Miss.

W. M. WHEELER.

#### Editor Railway Conductor:

Last Sunday we elected officers for 1901 as follows: H. M. Faucett, C. C.; J. R. Stephens, A. C. C.; W. W. Newman, S. and T.; F. F. Brown, S. C.; W. A. Zachary, J. C.; C. H. Knight, I. S.; J. D. Bowen, O. S.; W. W. Newman, Delegate; W. S. Witherspoon, Alternate. After the work was all over the Division adjourned to partake of a banquet specially prepared for the occasion. The banquet was a sumptuous repast served in that elegant style for which Messrs. Newman and Dorsett have already established a reputation. Brother Newman, formally with the S. A. L., is now one of the proprietors of the Zarborough Cafe and also a member of Division 264. There was a large attendance at this meeting and much interest was manifested in the election of officers. I think we have a good set of them, in fact, the members seem to be well pleased at the choice. All have promised to make a good start with the new century and help make Raleigh Division what it should be.

TONJOURS PRET.

Raleigh, N. C.

#### Editor Railway Conductor:

Division 114 has elected a new corps of officers for the ensuing year. The Brothers of this Division are, I might say, all bright, enthusiastic fellows, eligible to fill any office in our Division. The present incumbents are: J. Reinhart, C. C.; D. F. Lane, A. C. C.; W. S. Dean, S. C.; J. C. Donnelly, J. C.; R. A. Barnett, I. S.; J. C. Naser, O. S.; G. E. Vance, S. & T.

It is to be hoped an active interest will be taken in the work the coming year. Much depends upon all Brothers as well as officers in the successful strides for prosperity. I am a young man in our Order but very proud of my heritage. There are a number of the boys desirous of making their home with ours in the near future. We want them all in our family to see how pleasant we live and how happy we are together. It is very gratifying to note the number of Divisions which Pennsylvania has—37 or 9 more than the state with the next largest number and 13 more than the entire Province of Canada. It speaks well for the boys of the Keystone state.

Everything is progressing very nicely with us. We are looking forward for a very prosperous year's business and think that all will be benefited. The P. R. R. paid almost \$10,000 to its employes during the month of November as an

equivalent for their overtime and over \$138,000 for actual time for the Pittsburg division alone which extends from Pittsburg to Altoona, a distance of 117 miles. The Brothers in the freight department are busy, and I don't hear the boys who are making four round trips daily between Pittsburg and Pitscain with their passenger trains complain about not having enough to do when they open their lockers to divest themselves of their daily regalias and don the citizen costume. We trust that ere many moons, the company always kindly disposed towards its employes, will realize that three round trips are sufficient for a suburban day. We had a very favorable report of the adjustment committee at our last meeting. It is being considered by our superior officers in the railway department and we have every reason to believe favorably. One writer has very truthfully said that the conductor is a professor. If I could add lustre to his remark it would be by emphasis. It is truly a profession and one, too, not gained by a mere student or an apprenticeship of three, four or five years, but six to nine in many instances. Doctors, professors and ministers take their courses of study and complete the requirement in almost all cases in four years. Conductors come from a long, diligent application of duty and then not more than 4 per cent graduate and are honored with the profession. Conductors are like poets, they are born, not made. In order to be an efficient captain there are many things of a natural order he must possess. He is versed in physical science, or the knowledge of physics; able to read the mind by the map of the face; eyes to see behind him as well as in front, a mind that retains everything and serves him like a prince's valet. Ah! and with all this he sometimes is found fault with. Some ingrate with transportation covering less than half the distance he expects to travel will sally out to tell the princely captain his business, and gets even with himself by the hallucination of a report to the management of the road, and so it is many things might be said of the difficulties we encounter every day. We will fit ourselves and be more than equal to the technicalities by keeping the best back to the last and always using the good.

Well, boys, as I am a stranger personally but a Brother fraternally, I hope to meet many during the ensuing year and learn your ways and manner of doing things and thus improve myself in my weakness and better enable me to be a conductor.

Pittsburg, Pa.

D. F. LANE.

#### Editor Railway Conductor:

As we have no regular correspondent I will assume the responsibility of the task. Our attendance today was somewhat smaller than usual on such an occasion, but the Brothers are to be excused for non-attendance, as the majority are busy at work. Although we have during the year only made an increase of one in numbers, we are not in any way discouraged. We have fifty-one today in membership and one ready to initiate next meeting, a good balance in our treasury and the Brothers seemingly contented. As contentment is wealth, we are surely to be congratulated. It is one satisfaction to our members that it was not necessary to collect any local dues for 1900, and by resolution the local dues for 1901 are to be re-

mitted to all, so that our expenses are brought down to a minimum. The Sisters of Division 114, L. A. to O. R. C., were very much in evidence to assist to our happiness this day. When our election labors were over we were met by the Sisters and escorted to the dining room of our hall to partake of an elegant lunch, spread therein, which was heartily enjoyed and appreciated, for we were a hungry lot, and this was somewhat of a surprise to all. After lunch we returned to the hall and had a public installation of newly-elected officers. Brother Frank Moran was installing officer, assisted by Brother L. C. McDermand as marshal. The ladies of Division 114, L. A. to O. R. C., honored us with their presence. The evening was spent by enjoying short, pithy, but highly enjoyable speeches by different Brothers and Sisters, also music and singing, closing with the Closing Ode of the L. A. One member said he wished election, or at least just such meetings, came once a month.

JOE.

Green Bay, Wis.



Editor Railway Conductor:

Elections are responsible for some things that we would have otherwise, and if I exhaust my audience, charge the affliction to the election, for I was elected correspondent. Division 36 held their annual election December 19. Chairs were taken from the platform to accommodate the last arrivals. Brother C. A. Black, of the Mo. P., is Chief Conductor and Brother Holbrook of the Santa Fe, Assistant Chief; Brother Phil Smith, S. C.; Brother Sweeney, J. C.; Brother Woodard, Inside Sentinel, and last, but not least, is Brother Pettigrew, whom you will have to show if you want in. Brother Marlow will tell the Grand Division who laid the rails, from 36's point of view, unless good reason prevents, in which case Brother Hamilton will be first out. Indeed, the last named and undersigned Brother has been called "It" since election. The nondescript meaning of this term may be suggested by remarking that he is Secretary and Treasurer, Alternate Delegate, Correspondent and Legislative Representative. Great things are expected of the latter choice, as it is mentioned that "politics" is his "hobby," and some of the Brothers anticipate seeing him mount said "hobby" and away like Sancho Panga with his charger scenting the battle from afar. But it is feared by less enthusiastic ones that he will have to twist the tail of his hobby so much by way of suggestion that upon his return he will have nothing to show for his campaign but an indictment from the humane society and a handful of hairs for a peace offering.

Division 36 gave a ball on the 31st of October and when the last scraps of the proceeds are stacked up we will be about \$125.00 better off than formerly. One of its most noteworthy features was the feast of good things served by the Ladies Auxiliary, Division 41, which everyone said was "out of sight," and it was, when they had paid their respects. We sometimes feel a bit in want of good material upon which to confer our offices without imposing continually upon the same set, but we manage fairly, and what one can't do, another can. Occasionally we wish we had among us a very remarkable person who could do any necessary

thing, or several of them, at once. Such a one should have the devotion to our interests of Propst or Pettigrew, the clear vision of Marlow, the regular attention to meetings of Ph. Smith or Holbrook, the willingness to talk, of Ledwith, and the ability to do so of Straney. All these qualifications, supported by Sweeney's perseverance and spiced with Metz's good nature, would make a man who would make Archimedes ashamed of his lament or Alexander dry his tears, for he would move the world alone.

Division 36 has 125 members, most of whom are in the service of the D. & R. G., which road has three districts on the first division, centering at Pueblo. Both the Santa Fe and Mo. P. are well organized, but number smaller forces. We have also about twelve members on the F. & C. C., which runs from Florence to Cripple Creek, the greatest gold camp on earth. No. 36's boys bring out the precious yellow and take up the sustenance to those who bring it to the surface. Cripple Creek has an altitude of 9000 feet, which is no higher than the Cripple Creek boys' standing is in 36. Division 36 has also some business men enrolled, grocers, bankers, etc., and Brothers J. F. Owens and H. J. Stanley, of the D. & R. G. and C. & S., respectively, are successfully and satisfactorily gracing the trainmaster's position. The organizations on the roads represented by 36's membership have been quietly working, for some time, for a system federation, from which we expect to hear soon. Indeed, it is believed to be available now, should we find occasion to call upon it, so thoroughly in touch and harmony are the parties involved. The operators' strike was unfortunate, in being a bit too early, but all parties expect to wield a consistent prestige in the future. We think we have rambled far enough for the first venture upon the editor's domain, but when we come again we will try harder to preserve the dignity of our office, as we expect this entree merely to introduce us to our audience of fellow car hands. Just as our pencil becomes blunt, comes one of 36's friends from without the circle, who reports that next morning after election, at an hour when artificial light would not long be needed, he witnessed one of the elect who was enthusiastic with the source of Rip Van Winkle's good cheer, making frantic efforts to light the incandescent arc light with a match. But elections come but once a year, and no doubt light will be plentiful for him hereafter. As the time approaches when it is customary to exchange the compliments of the season of "peace on earth, good will to men," it occurs to us that neither the peace nor good will are as plentiful as they might be, and in this connection the writer assumes to have learned the reason why it is thus, and if he comes again he will mention some of the causes and effects and remedies that he sees tangled up in the social fabric. Meanwhile, here's to the new year, the new time and the new century, in which shall live, move and have its being, the Brotherhood of Man, the federation of the world.

Pueblo, Colo.

A. D. HAMILTON.



Editor Railway Conductor:

They say in your nice cosy office is a waste basket spacious and wide; and something keeps

whispering to me that there my poor poem must hide. But if a small space you can spare, in some little corner, just anywhere, I'll promise to do something better in my next CONDUCTOR letter.

One of the boys of the three fourteen, whom is neither fat nor very lean, went out a hunting, so they say; the game was plenty, fine the day. He dreamed of a banquet rare and fine, with pheasants and quail, fox squirrels and pine. He thought of what the boys would say at such a spread on election day. He vowed they should have a high old time, and an invitation sent to L. A. 9. Hours before the sun was up he had his little bite and sup. He donned his game coat, leggins as well, and thought he looked just quite too swell. All cares he left behind, and took only his clothes and pleasant looks, his ammunition and his lunch, his gun and stick for rabbit punch. He started out, to find the trail of some behungered cotton-tail. He looked in every log and stump, expecting cotton-tails to jump. He looked for quail and pheasants, too, up in the trees where beech nuts grew. For fox squirrels on the trees where knots were sticking full of holes and spots. For days he lingered at the chase and moved about at rapid pace, until, weary and worn, cross and sore, he returned to go hunting—never more. What did he kill? Don't ask me what! Three fourteen knows what he got. Election day came round at last, and votes for officers all were cast; he failed to appear, this same old pard, so they gave him the office of outside guard. The lunch was made ready and on time, not by him, but L. A. 9. The cotton-tails are plenty yet, that he has failed to shoot and get, and squirrels up the towering oaks still eat their winter artichokes. As many pheasants roam at will as did before he shot to kill, and quail will fail to grace his toast, but in its stead he'll get a roast. Allegheny, Pa. "314."

up this grand spread it is wonderful how the ladies could keep it secret as it was a most profound secret from start to finish and for one reason we regret very much that it was as we would have been pleased to have invited some of our neighboring Brothers — Heitzmann, Cramer, McDonald, and many others, but they are generally in attendance. Boys, you missed it this time but I assure you that it was no fault of ours. Brother Franklin was not aware of the fact until he was inside the door and had it not been for his able escort, Brother T. D. Murphy, there might have been a job for the undertaker. Words cannot begin to tell you about the manner in which we were entertained. Mrs. H. G. Jasquish favored us with the musical part of the entertainment in a very efficient manner. This is the first reception given us by our wives (in a body) in so generous and successful manner and we appreciate it very much. Of course we get various kinds of receptions from them at home.

Just a word in regard to some of our Brothers and I will close. Brother Hess has been obliged to have his arm amputated again two inches above the first, which was not properly conducted. He is now improving. He was able to do a little "squeezing" at the supper. Brother Hicks was injured in a wreck a few days ago by having his right arm broken at the elbow. Brother Hardenberg is all right. Who says he can't sing? Several of our Brothers have St. Paul on the brain and I think the Chief of Police will have business if they all go to the Grand Division and I know it will require more than one closed carriage to satisfy our delegate, Brother Delamater. Not having space enough to mention anything about Sheldon, Vaughan, Kelley, Edwards, and several others, the engineer blows three long whistles. Train is parted. Happy New Year to all. "312."

Weehawken, N. J.

#### Editor Railway Conductor:

Division 312 held its 125th regular meeting, Sunday, December 23rd, and elected the following officers: E. M. Ostrom, C. C.; F. M. Hardenberg, A. C. C.; J. Clark Sheldon, S. and T.; D. R. Edwards, S. C.; L. H. Vaughan, J. C.; F. A. Marshall, I. S.; J. H. Mitchell, O. S.; H. W. Delamater, Delegate; O. F. Merrill, Alternate; T. D. Murphy, 30 Fulton St., Ch., O. F. Merrill, D. R. Edwards, Com. of Ad.; J. Clark Sheldon, Leg. Com. and Cor.; T. D. Murphy, W. H. Keener, D. R. Edwards, Div. Com. and Trustees. Our meeting was largely attended and the newly elected officers were installed by P. C. C., O. F. Merrill. During our most busy period we were interrupted by a noise at the outer door. Our efficient Sentinel answered the call and found a son of C. C. Mitchell with a note which proved to be an invitation from Mesdames J. Clark Sheldon, T. B. Franklin and J. H. Mitchell, as Committee, to attend a supper at the residence of Brother T. B. Franklin. Well, now, to say that everybody was surprised would be putting it mild. No greater shock could have been received only when your train breaks in two in the air and catches you napping and as a general thing you will wake up rather sudden. Brother Hess, however, was the first one to realize "where he was at," and was at once taken very hungry; others fell in line as they became conscious. In getting

#### Editor Railway Conductor:

Division 306 has a membership of 45. The following officers were elected Sunday, Dec. 9, for the ensuing year, after which a banquet was given and 115 plates spread in honor of the initiation of Conductor W. H. Marshall and Andy Balhuff; L. H. Alverson, C. C.; A. D. Cummins, A. C. C.; E. F. Richards, S. and T.; W. C. McGlone, S. C.; Geo. McFadden, J. C.; Frank I. Marshall, I. S.; G. B. Cornell, O. S.; James Sweeney, Delegate; Thomas M. Brown, Geo. L. Fisk, Mamon Barnhart, Auditing Committee.

Those present at the banquet aside from the conductors and their families were our division superintendent, M. C. Coyle, his trainmaster, E. L. Davis, and family, and our retired superintendent and family, Mr. W. J. Martin, who spent thirty years with us and who seemed like a father to the most of the conductors. He was retired and pensioned for faithful service on account of a paralytic stroke, which left him incapacitated. Mr. Coyle, his successor, seems to take his place admirably, and has the entire confidence of his employees, mingling with them in their open meetings with kind words of encouragement always. This is just the kind of a superintendent that fills the men with a determination to do their best for the interest of the company, and the showing of the management's financial abilities to run a division. "In



anison there is strength," and in these friendly meetings there is unison. We have eight regular crews on our passenger trains on this division, of which three are on the cannon ball and five on the through trains. The men on the cannon ball are conductors George L. Fisk, James Ball and E. F. Richards; those of the through trains are James Sweeney, G. B. Coryell, W. L. Marshall, Alex McCall and R. J. Brown, with about fifty crews on the freights and extras. C. H. Burr Martin, a brother of our former superintendent and good O. R. C. man, runs the "Midland and Vassar" accommodation, while L. H. Chamberlin runs the Lewiston train on the Twin Lake Branch and acts in duty of assistant trainmaster in addition.

For two weeks we have been annoyed by the presence of that admirable character known as the spotter, dressed in his Santa Claus Mackinaw suit, and the result of his report is watched for with some interest. We are quite at ease, however, as a clear conscience smoothes a troubled waters. Conductor E. F. Richards, who was stricken with a paralytic stroke, at the Wayne Hotel in Detroit some time in August, has resumed his run on the cannon ball. His place was filled by Brother Sid Chisholm during his long sickness. Brother Joe Flynn has returned from his cattle ranch in the west and has resumed his run.

The Grayling House, the principal hotel in Grayling, burned last week, and some of the boys escaped with but a scanty amount of clothing, and in one case the ever dreaded danger signal, the red flag, was used to complete the suit of J. W. McDonald, or Teddy, as he is known. Brother Hastings took command of the gang in carrying out the available contents, and his cry of away back rang out on the midnight air and re-echoed in the distant hills, if perchance a case of cigars or '66 was dropped before a safe distance from the heat and fire was reached. The thermometer was at zero and the stillness of the cold lent a sight to the thousands of spectators as the nude forms of the overcrowded hotel filled the windows above and watched their turn for the hook and ladder company. Conductor Kuhn and Engineer Gates took no chances, but made a rope from their sheets and had a fire escape of their own make in operation. The clerks stood at the head of the stairs and conducted many of the bewildered guests down the stairway until overcome themselves by the heat, and the fact that no lives were lost is largely due to night clerk Amos Spaulding and Chas. Potello.

Business for the last two months has been slack, and many of the conductors have been obliged to brake, but it will resume its normal as soon as cars can be had. A scarcity of cars is the cause. At the close of navigation the flour and copper comes by rail via Mackinaw, and if cars are available business is good and the crews make good money. Our freight conductors are paid \$3.58 per hundred, and the brakemen \$2.38, and as a rule the men do not complain about their salary. Our passenger conductors get from \$90.00 to \$110.00 for 16 days work according to runs. Construction trains, \$90.00 and way freight, \$85.00, three crews to each run, or 16 days, extra for extra work. Way freight brakemen \$60.00 for 16 days' work. Brakemen have drawn on this division \$106 for one month's wages and conductors \$150; of course these are the limit figures.

Our division is 183 miles long for passenger and 219 for freight; however, our cannon ball trains run 304 miles coming off from the Saginaw division. Undoubtedly, there is no road where the conductors' patience is so sorely tried as is this division running 183 miles through the forests of pine. The trains are always crowded with woodsmen, and in these camps perhaps some of the most noted criminals find shelter and concealment. With their bright colored Mackinaw shirts and enthusiasm of "red eye" the conductor seems to be their target, and many a rowdy thus attired has fallen a victim to his over-estimated enthusiasm, for the conductors here, with their years of experience, know best how to handle them.

Our Division starts the new year with a complete set of officers and new members are being initiated and accepted by transfer cards, and we hope to show by the close of 1901 the banner Division of the state.

GEORGE L. FISK.

West Bay City, Mich.

Editor Railway Conductor:

I have just been elected to the honored and lucrative (?) office of Division correspondent, so I mean to take the advantage of my position to tell you all I know. I beg you to have patience, as it won't take me long. We had an election of officers at our last meeting, Dec. 23, to do what is right for Division 13. Our C. C., Brother Peter Stuart, the man of our choice, is a Brother to be admired by all. He will always be happy to welcome any Brother who may come to this Canada of ours. Our A. C. C., Brother Thomas Lees, of the G. T. R., we all feel proud to greet. For S. and T. comes your servant, Mac N. Z. Our S. C. is Brother John Aikens, our farmer, whose heart is in the right place and will fill his position with satisfaction. Our J. C., Brother John H. Watson, whose strong desire to do what is right is bound to be a strength to the Division and organization. The inner door will be in charge of our old and much esteemed Brother, F. J. Hulchisar, and the outer door will be in charge of one of the youngest Brothers in the Division, J. C. Wiley, who says the Brothers must stand in with him. So don't forget the cigars. As for delegate, the old war horse, Jerry Lordan carried the meeting unanimous, after begging the Division not to elect him against Brother T. W. Cololey, who says he is glad, as he will get his run on passenger when he is away (if he don't go to St. Paul himself it will be a wonder to me). I want all the Brothers to look out for the delegate from Division 13 and treat him with care, as you will find him a diamond in the rough and that is the worst I can say for him. Our Division committee is Brothers John Akeljoin, Kepple Hastings and Pat Markham, who I contend are three of the best Brothers in the country and will guard the interests of their Order and this Division in particular with satisfaction. M. C. R. R. general grievance committee of last year holds over 'till next year, but I will not pass them by in my correspondence, as I consider them one of the best committees any band of Brothers could have. They have formulated a new schedule which carried with it a material increase in pay; also succeeded in reinstating two discharged Brothers, and several other minor grievances were settled without much trouble.

They have the confidence of the management which gives the committee a source of strength, and I hope Brothers Coleoy, W. H. Ryan and Watson may long be spared to look after the interest of the Brothers on the M. C. R. R. There are other Brothers you will see and their wise counsel is all heeded by the Division. They are: Brothers Tom Lowry, Alex. Willy, Will Gurrvine, Fred W. Kilgom, Paten Fox, John Noonan, John Flynn, Con. Maxwell and John Dawson. There are a lot of Brothers we do not see at our meetings which I will write up at some future date and tell you what I think about them and the sterling qualities they possess as far as not attending the Division meetings. They are some of the most persevering Brothers I ever had the pleasure to be acquainted with.

Brother W. H. Ingram still sees some faults with the reserve fund. While I know his business capability and his strong desire to do right and be just to all, will do well to consider some proposition which will come up at the next Grand Division in regard to the same. Now, Brothers, I have finished my yarn and I will conclude with kind wishes and a Happy New Year to all. Mac N. Z. St. Thomas, Ont.



#### Editor Railway Conductor:

On Dec. 3, Division 139 held their election of officers. The following named officers were elected: Jno. S. Henry, C. C.; C. W. Conner, A. C. C.; E. H. Ragsdale, S. C.; H. P. Coile, J. C.; Jno. W. Beathard, S. and T.; Jno. W. Lauthner, I. S.; J. J. Saylor, O. S.; Brother C. W. Conner was also elected delegate to Grand Division, with Brother R. B. Ragsdale as alternate.

Division 139 is in very good condition and many new members are being initiated. We have just moved into a new Division room on New Gay St. and given up our old quarters in the French & Roberts building. This Division has had the misfortune to lose two members by death quite recently—the first being Brother Jno. W. Leming, who was killed by his train at New Market on Nov. 17; the second, Brother David Glover, also killed by train near Charleston, Tenn., on Dec. 8. Both were active members and their loss is keenly felt. Work is heavy on the Knoxville division of the Southern now and the boys are all making good time. There has been quite a block in the yards for some time past, but everything is clear now and trains are all moving smoothly. Having been elected as correspondent for this Division for 1901, I am going to write twelve letters and represent the Division each month, provided the editor and members can stand it. We will soon begin a new year and a new century. Let us hope that it will be a year and century of prosperity to all. I will "ring off" now with best wishes for THE RAILWAY CONDUCTOR and for all other conductors.

Knoxville, Tenn.

A. W. BONHOUE.



#### Editor Railway Conductor:

Division 140 held their annual election of officers for the ensuing year with the following result: S. B. Hamer, C. C.; O. L. Babbitt, A. C. C.; W. F. Echols, S. and T.; J. F. Smith, S. C.; J. G. Bond, J. C.; O. L. Bicknell, I. S.; A. Row, O. S.; Delegate, W. F. Echols; Alternate, A. A. Riddleberger;

Cipher Correspondent, F. L. Cox; Journal Correspondent, S. B. Hamer; Legislative Com., T. Jackson. With the assistance of all, I am sure we can make 1901 very profitable to all concerned and especially to the members of the O. R. C. We have some members who are almost constant attendants, but a great many of the Brothers seldom put in an appearance unless there is an ax to grind. Now, this is wrong and I would urge the Brothers to attend as regularly as possible and make the Division room so interesting that it will be a pleasure for all to be there. Business on the C. & O. is so heavy that it is impossible for all to get together at any meeting, but if the Brothers will do the best they can there will be no grumbling. Our Order is doing some excellent work and the brotherly interest displayed in behalf of some of the members who have recently had the misfortune of being pulled into trouble, is positive proof that the intentions and motives of our Order are not all wasted. May the good work go on and let the Brothers stand shoulder to shoulder and much good will be accomplished. The membership of Division 140 is steadily increasing and with pushers at the helm we fear no obstructions.

The C. & O. is now receiving the second installment of large locomotives for New River and Greenbrier districts, which are badly needed to handle the business before us, everything now being taxed to its utmost to handle the traffic of the road. The actual average daily tonnage over this part of the road is about 25000 tons, exclusive of locals and passengers. We anticipate some official changes the first of the year, which is to be regretted very much if any of them are lost to our part of the road, as they are all gentlemen of the first water, always ready and willing to treat with the employes, very considerate in their dealings and fair in their decisions toward the men. And now for fear of tying up the road, I will back up and let No. 90 by. With best wishes for all.

Hinton, W. Va.

S. B. HAMER.



#### Editor Railway Conductor:

I wish to compliment Brothers Osborn and Scates for their good and sensible letters in the November CONDUCTOR. Yes, Brother Scates, you struck the key note when you talked to the seniority man as you did. I have previously made mention of seniority as all right for the "cornfield sailors," but it is deadly poison for those who have spent the better part of their lives in train service—why, it doesn't do a thing but beat him out of his job. You are right when you say he is manufacturing a rope to hang himself, but they cannot see it until they are strung up; then they begin to "holler" for some one to cut them down. Now, for instance, a man has served in the capacity of a conductor for fifteen years; he is now thirty-five years of age, then loses his position. He has to go to the foot of the ladder and climb up again. He goes to a seniority road and brakes there ten years; he has to come in behind the "snake hunter," who went braking two or three days ahead of him. How does this strike you, Mr. Seniority man? He would tell his little tale of woe to every schoolboy he met—how he had been running a train of cars for fifteen years, "and now that pumpkin roller gets a train ahead of me!" Promotion is slow and

he will have to brake four or five years longer, or at any rate longer. By the time it would be his turn for promotion the officials would say he was an old man in dotage and would put him to watching a crossing or cleaning switch lamps, and still at the same time would be a competent man to teach the "apple knocker."

On December 9 Division 3 elected their officers for the year 1901, and if I were to say they made a good selection, would only be putting it mildly. They all know their business and will not need any clerks, especially our S. and T., who is the best local S. and T. in America, and is a first-class gentleman in every respect, always having a kind and pleasant word for all. After election of officers Auxiliary 11 was admitted to witness the installation, the ceremony being performed by Brother E. E. Williams, our retiring C. C. (and by the way, will say Brother Ed was the best C. C. we have ever had.) Brother F. D. Hartell acted as marshal. Brother J. J. Murphy delivered a very eloquent address, and referred to the skating rinks on top of the heads of some of the officers elect in such an impressive and touching manner that had the audience been seated in an opera house it would have been necessary for those seated in the parquette to have been provided with umbrellas to protect them from the shower of tears that would have fallen from the balcony. Brother C. D. Kellogg, our new C. C. elect, also delivered a brief oration which was very entertaining and instructive. I will also state that I feel confident that Division 3 will prosper under the superintendency of Brother C. D. Kellogg. The next on the program was an invitation by the good and kind members of L. A. 11 to step into a room adjacent to the Division room where they had an elegant spread in waiting for us. It is not necessary to go into details in regard to this matter, as these noble and intelligent ladies always make a success of everything they undertake. Their meeting with us in this kindly manner will certainly have a good effect, and if Division 3 had a few energetic workers like some of the bright lights in L. A. No. 11, such as Sisters Stanford, Some and others whose names I cannot recall, I am sure we would have better meetings. Such meetings are calculated to create harmony and decorum.

After feasting sumptuously at the expense of these angels some of the young folk tripped the fantastic toe a little while, but the floor was carpeted and there was no bass or snare drums in the music, so there was no unusual noise. Come again, Sisters; you will always find our latch string hanging out for such occasions. I have just recently heard mention made on the sly that Brothers McQueen and Reynolds stuffed their pockets full of elderberry jelly, molasses and ice cream and toted it home to the kids and hung it on the eyes of the little tots by telling them that Santa Claus had sent it to them.

In looking over the various letters in THE CONDUCTOR I frequently see mention made of what is to be done with the old conductor who has been unfortunate. I think from the tone of some of those letters there is a certain element that cares little what becomes of him. It sounds very much like, "oh, I am all right; to hades with you, Jack!" I think there are some who call themselves

Brothers who would be perfectly willing to see them treated as the inhuman farmer does his worn-out horse: turn him loose and let him hunt his living as best he can and if he can't hunt for himself let him die—at least it would look so to a man up a tree. There certainly should be something done, but I think there never will be. Some propose one thing and some another; I make this broad assertion because I know what I am talking about, and I am not talking through my hat, either. I defy any Brother, I care not who he is, to produce argument that will convince me or any other person who can see this farm question as I do, that it would not be a wise thing to do.

I would judge by the appearance of the letters that are written in opposition to my suggestion that the writers know about as much about the farming business as I do about navigating a ship. One Brother says there is not one railroad man in five hundred who knows anything about farming. That is very true; neither is it necessary they should; neither do all conductors know anything about managing a railroad, still there could be those picked out of the ranks who could. One good Brother down in one of the New England states where the farms do not produce anything but wooden nutmegs, says: "Some person must want the superintendency of this farm." Well, now, in reply to this remark we will just say it is not necessary for us to have a five story brick building fall on us to knock us down, neither are we aspiring for any position of the kind. Our perspersations are greater than our aspirations; however, it will only suffice to say that should it so occur in the event of the future that we would be placed in such position we will give you gilt edge security, my dear Brother, that we could handle it successfully and with credit to the Order of Railway Conductors. We are ready and willing at any time to take this matter up and debate it with any Brother, either verbally, with the pen, or practically, should an opportunity offer.

Some of the Brothers have spoken about a manufacturing business of some kind. This I would say nothing about, for I know nothing about such business and would not wish to expose my ignorance. I will only say this: I think it would be a difficult matter to make mechanics out of men at sixty years of age; possibly I might be mistaken in this, but I think not. I wish the good Brothers who are so bitterly opposed to the farm would give intelligible reasons. Brothers, if you cannot say anything good of a Brother or a good cause, do not say anything against it.

It is now time all labor organizations would look to their own interests and stand shoulder to shoulder. The railroad companies are flooding the country with good men, barring them from train service on the least technicality. This certainly is done for a purpose. Can any Brother solve this problem? If you cannot now, the time is coming when you can—after it is too late. Here is something for you to study, that is of more interest to you than that of fighting the home question. I understand there is a certain railroad company in the United States that has a question in their application for a position that reads like this: "Are you willing to have your wages reduced providing the company finds it necessary to do

so?" This I think would suffice to solve the problem of filling the country with railroad men. I have seen several articles written in regard to sending delegates to the convention. The right thing to do is to send the right man whether he is in train service or not. A man who will go to represent his Division in a proper and business-like manner and work for the good of the Order to the best of his ability instead of going just to have a good time and painting the town with coffin varnish. Brother Murat, I have just read your letter in the December CONDUCTOR, and will say it is all wool and a yard wide.

DOC LIVINGSTON.

St. Louis, Mo.

#### Editor Railway Conductor:

Appended find statement of receipts received at the Home from all sources during the month of December, 1900:

#### O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
25-----	\$10 00	161-----	\$12 00
40-----	30 00	192-----	12 00
46-----	25 00	207-----	6 00
90-----	12 00	287-----	12 00
92-----	12 00		
Total-----			\$151 00

#### L. A. TO O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
31-----	\$ 9 50	122-----	\$ 5 00
70-----	10 00	133-----	5 00
101-----	10 00	134-----	5 00
108-----	5 00		
Total-----			\$49 50

#### SUMMARY.

B. R. T. Total-----	70 02
B. L. E. Total-----	63 75
B. L. F. Total-----	13 50
L. A. to B. R. T. Total-----	5 00
G. I. A. to B. L. E. Total-----	33 00
Personal; W. G. Edens-----	1 00
Sale of Veal Calf-----	7 02

Grand total-----\$393 79

#### MISCELLANEOUS.

L. A. to O. R. C., No. 25, large basket canned goods; L. A. to O. R. C., No. 96, 15 plated table spoons, marked for 96; L. A. to O. R. C., No. 122, 1 box canned goods; L. A. to B. R. T., No. 32 and No. 172, 1 elegant comforter each; L. A. to B. L. F.; No. 25, 1 box groceries; No. 66, 1 box canned goods, O. R. C., No. 95, 50 chickens; by C. & N. W. Ry. conductors, 1 bbl. apples, 1 box oranges, a flour sack mixed nuts and 3 fat turkeys; unknown, 4 cases canned goods; P. H. Morrissey, 3 boxes cigars; L. O. Van Ripper, 1 pkg. books. October 6th we received a beautiful quilt from the ladies of No. 91, G. I. A., which was overlooked in my last report.

MRS. T. B. WATSON,  
S. and T. R. R. Men's Home.

Highland Park, Ill.

#### Editor Railway Conductor:

There is hardly any use for me to tell you that Division 170 held their annual election on Sunday, December 16, the session lasting from 10 a. m. until 5:30 p. m. Now Brothers you may think that on account of the length of the session we must have had some very severe contests, but we did not; everything passed off as nicely as could possibly be expected. The result of the election was: H.

W. Sparks, C. C.; D. A. Clapp, A. C. C.; T. C. Wallace, S. and T.; C. F. McClure, S. C.; E. E. Shaw, J. C.; John Harrigle, I. S.; F. Slacum, O. S.; Jos. Dowell, Thos. Mason and J. S. Kelley, Trustees; W. J. Brennan, Member of Legislative Board; L. E. Sheppard, Delegate; J. S. Kelley, Alternate; C. E. Prevost, Asst. to Secretary.

After the election of officers we retired to the city hotel where dinner was served in grand style. The manager of the hotel thought he had sufficient waiters employed to wait upon 150 ordinary people, but there is no doubt in my mind that he did not know the eating capacity and velocity of a conductor, for we had to put Kelley No. 2 (white), Mason, with his bones, Williams, the six footer, as thinks he is (although his actual height is only 5 ft., 4 in.) and Brother Dowel, the watch dog of our Division, who is ever faithful to the wants of the members and the interests of the Order, on to assist. Brother Slacum's continual cry was: "The turkey this way please." Brother Prevost's capacity for fried oysters and hot coffee should never be questioned. Brother Dugan placed himself at a remote part of the table, so that his tastes for the different meats, vegetables and wine would not be passed upon, but I noticed that his plate was empty, yea not only empty but as clean as though he had not eaten any dinner, but Brothers you know his capacity, therefore I will let you judge. Brothers Sheppard, Brennan and Alexander were on their good behavior as they were under the watchful eye of the assistant trainmaster, W. X. Garrison, of the W. J. & S. R. R., who very kindly graced us with his presence. Brother Clapp came in when the dinner was about half over, but oh my, the best and most laughable feature was to see Kelley No. 1 (colored) waiting on Kelley No. 2 (white), although No. 1 says he is no hog.

After dinner we returned to the Division rooms where the newly elected officers were installed by C. C., J. B. Dougherty of Division 162, assisted by Brother Robert Tideman of Division 5, of Baltimore, after which, the good of the Order was taken up and the remarks from some of the Brothers would do credit to the best orators of the day. Some very interesting talks were indulged in by Brothers Bender, Wisham, Ashbridge and Lockerton of 204, Brothers Dougherty, Stackhouse and Sailor of 162; Brothers Tideman, and Zimmerman of 5; Brother Canady of 378; Brothers Zerby and Law of 153 and past C. C. Alexander with Brothers Clapp, Sheppard, Brennan, McClure, Robinson, Dowell and Dugan of 170. Brother Dugan's talk on the attendance of Brothers to their meetings made an everlasting impression upon those who heard him, after which we again repaired to the city hotel and sent our visiting Brothers home in good condition. Brothers, Division 170 has filled her chairs with as fine a set of officers as ever graced the Division, but we must not think that our work is finished when we properly protect our Division by good officers, for it has only begun. We should encourage them with our presence at all meetings that it is possible for us to attend and by so doing we help to promote the interests for which our association was organized. There is no doubt but every Brother has heard that familiar remark, "everything is going along all right, no use of my going up there," or the other remark,

"Brother so and so has all to say and is running the Division," or as you are passing a switch shanty where two or three Brothers are talking about their grievances, which they have. The switch shanty or corners and other places outside of the Division room is no place for such talk. Go to your Division rooms and assist in the transaction of business. Lay your grievances, if you have any, before your Brothers as it is only in the Division rooms you will find the faithful Brothers. After the door is closed behind you, let it be closed upon all that has transpired within its portals and think only of what good you can do in assisting your Brothers.

J. A. C.

Camden, N. J.



#### Editor Railway Conductor:

Again have I gone through my CONDUCTOR with the usual interest. I read and re-read many of the editorials, and letters from the good Brothers, who seem to hold the welfare of our Order uppermost. This letter is a case of the "cat coming back the very next year, as your humble servant has again been chosen to inform you as to how, which and what in this neck of the woods, and without running independent, as that don't win in this section; it has been tried. Our election is over, and we have chosen a good force, as some of them have been tried and found not wanting. Brother Sam Miller, C. C.; Brother G. Q. Johnson, A. C. C.; Brother Wm. Gramm, S. C.; Brother Geo. Mickey, J. C., and old reliable S. and T., without opposition; Brother Eastright, Delegate, who I shall describe as being a man of many good qualities, not as tall as some men, his place in the Division is well filled. Our permanent member is too well known to require introduction. If living and well both will be on deck at the convention. We are still taking in a few members, as they become eligible by promotion. Business is quite brisk and promotions are becoming very frequent on the P. R. R. in all departments. The stove committee was kept quite busy almost all year making promotions, but they will shortly be relieved, as promotions are now being a reality. The city papers received quite a lot of their railroad information from the stove committee, consequently for some time many men seemed to be on the anxious bench on account of what they saw in the papers, but the majority of us don't believe all we see in the papers. The lives of men are generally what they make them. A man can make life happy or he can make it miserable, by always finding fault with his employer and those around him, and by always looking upon the dark side of everything and upon all superiors as tyrants and men not to be trusted. But when we can elect some of our members to high political positions by simply naming them, without form or organization, then will life be a pleasure—that is, if men are good enough to vote for them. We must try to convince the voters of the nation that it is their duty to vote for the labor candidate. Perfect form and organization has a stimulating effect and leads to victory in everything. I just wish to state that the suggestions of Division 143, concerning our insurance are, let well enough alone and do not dividing up, but keep piling up that reserve fund, as we want and must have a good substantial

backing. A few years hence will testify to the wisdom in instituting a reserve fund.

One of the Brothers speaks of the lack of interest of many Brothers, who scarcely ever read their CONDUCTOR. I suppose this is a fact all over the country, as I am confident that one-fourth of our membership don't know that we have a correspondent. Brother L. Clay, who was injured in the Altoona yard several months ago, is getting along splendidly. He takes his daily walk to exercise his limb and get it accustomed to work again. Brother Clay speaks in the highest terms of the Altoona hospital, and says Brothers who are injured within reach of the Altoona hospital should insist upon being taken there, as the place, and treatment is more and better than anticipated by anyone. The officers and staff are men of ability, and so courteous and kind that he would be a very ungrateful man to not appreciate the kind and good treatment received there. We are now so busy on the road that I must do my writing while running along on the road. In order to show you that we are doing business, I will just give you the number of trains passing over our division for six days: On December 17, 152 trains; on Dec. 18, 153 trains; on Dec. 19, 167 trains; on Dec. 20, 156 trains; on Dec. 21, 144 trains; on Dec. 22, 146 trains; total for the week, 918 trains. I have no way of finding out, but no doubt the movement over the Phila. division would reach at least two hundred per day, and perhaps more. We live on the road, but an air of satisfaction can be seen around the pay-car. I will now go on the siding, with best wishes to Brother "Murat," who will hear from me in a short time, also a happy New Year to all Brothers of the Order.

Mox.

Harrisburg, Pa.



#### Editor Railway Conductor:

This is my first trip and if I don't see THE CONDUCTOR coming over the top I will think I have picked up the right car. Our correspondent for 1900 must have been laid out; I can't find where he has registered. Brother V. D. Singer a few days ago came in with a fractured nose. A light application of air caused the injury. Brother A. C. Abbott, somewhat under the weather is out for the postoffice at Huntington. Success to him. On December 16, Division 120 held their annual election with the following result: A. B. Spatch, C. C.; W. C. Roll, A. C. C.; J. J. Heavey, S. and T.; A. C. Abbott, S. C.; F. McArthur, J. C.; C. E. Payton, I. S.; Wm. Kacy, O. S.; W. T. Drake, Ed Conarty and J. Hamilton, Finance Committee; J. J. Heavey, Delegate; W. C. Roll, Alternate; J. J. Heavey, Cipher Correspondent; W. H. Kerr, Legislative Committee; G. B. M. Sewell, Correspondent. The Correspondent's salary is not so large that it would make him hump shouldered to carry it. A genial lot of good Brothers were at the election. Our Chief Conductor is on hands in everything, and is always the right man in the right place, because he is so entertaining—especially among the ladies. Brother J. J. Heavey, the noble financier of our Division, is not to be overlooked by any means; he is a financier right. He is ready at all times to tell you how much money is on hand and he has the welfare of the members at heart. Our other officers are gentlemen of first quality

but space forbids comment on each and every one. Brothers, if you do not attend more regularly, you will run against a snag if you ever come with a grievance. "Don't come for a long time and then come with an ax to grind" is the policy of some. The most of this non-attendance is due to negligence.

We are now entering upon a new year, not knowing what trials are awaiting us, but believing that there is some joy for us, for the sky is not always always clouded. Our lives during the coming year will be checkered with sunshine and shadows, but as we open the pages of 1901, may each one of us take a retrospect of the year past. The old year is gone with its joys, gladness, sorrow and heartaches. Let it go. Its failures can only be redeemed by a better use of time and talent during the coming twelve months than was given the past. Let each day be jewelled by some kind word or act, and let us resolve that we will at all times remember the solemn obligations we assumed toward each other. G. B. M. SEWELL.

Huntington, Ind.

Editor Railway Conductor:

While it is hardly likely that the Wilkes-Barre circular will excite anything but ridicule, yet it may not be amiss to briefly consider it. It seeks to reduce the salaries of all Grand Officers and to see that none but members of the Order be employed at the Grand Office. Why should we reduce salaries? Is the tax on the individual member more than he can bear? How much are our Grand Dues, from which salaries and all other expenses are paid? Just \$1.00 per year. Does any Brother complain of having to pay a dollar each year for Grand Dues to maintain our General Fund? Are not our Grand Officers constantly working with our committees, striving to prevent cuts in our wages and to have them increased? And would we be consistent to expect our representatives to work for low salaries? I think not. If our Grand Officers are good men they are now receiving small compensation for their work. If they are not good men or are incompetent you may rest assured that the Grand Division will promptly fill their places. An officer of ability and good judgment can save us many times the amount of his salary as compared with an incompetent man of poor judgment; to say nothing of the effect upon or the prestige of the Order. When a Division of the Order gets to the point that it considers the opinion of its members more valuable than the wisdom of the Grand Division it is in a bad way and is likely to suffer from acute lonesomeness.

Now as to the number of clerks in the Grand Office who are not members of the Order. The inference to be drawn from the circular of Division 160 is that no effort has been made to give preference to members of the Order in employment in our general office. I have some knowledge of the facts and have taken the trouble to inquire for more (which trouble I am sure Division 160 did not take). The facts are that nearly all the employees in the offices are either members of the Order or members of the families of members of the Order. It is apparent that preference has been given to members and their families in all the changes which have been made in the last ten years. Is

there any room for criticism of the disposition or of the conditions when we stop to think that those who are held responsible for the results are entitled to some say as to who shall be their assistants? Can we expect proper discipline or the best service if the employees are permitted to feel that the heads of the departments have not full authority over them?

It is the unanimous opinion of the membership in this section of the country, that the circular is a calamity howl and that the calamity exists not.

McComb, Miss.

GOOD WAGES.

Editor Railway Conductor:

Division 206 held their annual election of officers today and this meeting was one of the best, if not the best, ever held by this Division. Although the correspondent was roasted because he had failed to do his duty, he could make an explanation, but life is too short, therefore he will drop the question. By request Brother Wm. Kilpatrick, Chief Conductor of Division 1, presided, and after the unfinished business the special order of the meeting was the election of officers. We noticed before the election that boxes of cigars and other luxuries were passed around by Brothers Kopp and Commodore Sheehan, and we also noticed that one of the Brothers above mentioned was a candidate for several offices and was looking for the silent vote. Before the nomination the Outside Sentinel reported that there was a gang of section men in the ante-room with a hand car filled with flowers. They were admitted (the flowers) with the following explanation:

To the officers and members of Division 206:

Please accept these flowers. We wish you all a Merry Christmas and Happy New Year.

Signed, CARNATION DIVISION 108, L. A.

O, what a happy surprise! Brother Hobbs was on his feet in a moment and moved that the board of trustees be appointed a committee to draft resolutions of thanks to the ladies, which was adopted. The Chief Conductor then announced that nominations for Chief Conductor were in order. Brother Schmitt nominated the old war horse, Brother Geo. H. Knox, and he was duly elected. Brother Reiley nominated Brother Keemer for A. C. C., who was elected without opposition. The other officers were duly elected. When it came to the election of Secretary and Treasurer cigars were again passed around to the silent voters and the tellers announced that W. P. Sheehan was duly elected. Will you accept, Brother Sheehan? was asked by the Chief Conductor, and the Commodore replied that he did not want the office, but that it was forced upon him, and for the good of the Division he would accept. The Chief then announced that nominations for delegate to the Grand Division were in order. Again cigars were passed to the silent voters, and Brother W. P. Sheehan was duly elected. Again he was asked if he would accept, and he explained that although he had never represented Division 206 he would rather see some other Brother have the honor, but as it was the wish of the Division he would accept.

A committee consisting of Brothers Knox and Schmitt were then appointed to inform the ladies that they were invited to witness the installation of officers, and after a short delay L. A. Division 108 arrived, headed by their worthy President, Mrs.



as objects of pity, for they fail to understand that they stand in their own light and constitute the very obstacles that clog the machinery which they complain does not produce results to their advantage.



The directory in this number contains the reports of elections of officers up to the time of going to press. We wish our Division officers will carefully check their addresses, etc., and promptly advise any corrections in same.



Among the official changes, effective on the first day of the new century and announced by an official circular of the Florida East Coast Railway, is the promotion of Brother E. Forrest MacVeigh, of Division 263, to the position of train-master of that line at St. Augustine, Fla.



A number of communications, both Ladies and Fraternal, have necessarily been held over until February, by reason of having been received too late. We trust our correspondents will appreciate our desire to reproduce their letters, but at the same time understand that our going to press on time is of no less importance than the observance of a time schedule by a railroad.



"Twentieth Century" Division 309 was organized at St. Elmo, Ill., on Sunday, January 6, by Assistant Grand Chief Conductor Garretson. Brother H. S. Badgett will be the first to preside over its deliberations, while Brother W. B. Henderson will have charge of the records. Their time and place of meeting appear elsewhere in the directory of this number. The A. G. C. C. credits Division 327 with able representation and assistance.



On January 2, at their regular meeting, Division 84, of Perry, Iowa, had a class of six new members for initiation, and in the evening held public installation of officers, and a social reception, after which the banquet was taken care of by all the members of the Division, accompanied by their families. The Assistant Grand Chief, who was present and installed the officers, reports a thoroughly enjoyable time, and the Division prospects good for the ensuing year.



It is our desire to add to the attractiveness of THE CONDUCTOR in every way possible for the year 1901. Our members can very materially aid us in this if they will send us photographs of everything of general interest to our readers. We do not care to begin the reproduction of pictures of engines or crews in ordinary

working service, but would greatly appreciate any oddity, freak of nature, disaster, or point of common interest to all readers. We wish that all members who possess kodaks will kindly remember us with pictures of this nature where opportunity is afforded to secure them.



Elk River Division No. 407 was organized at Cranbrook, B. C., on Jan. 6, by Special Deputy Brother J. R. Dalton of Division 255. The report was received just too late to get them in the Directory. Brother T. A. Corey was elected Chief Conductor and Brother J. R. McNabb, S. and T., both of Cranbrook. These Brothers are carrying the Order right along with the construction of new railroad.



The slow process of rebuilding is never esteemed such a marvel as that of sudden destruction. Yet the absence of Galveston, from display head-lines in the public press, does not signify that the people of that plucky city have been idle since the great storm. From one thousand to fifteen hundred men have been continuously at work restoring the city to its former condition. Tangible results are now manifest.

From the strictly practical viewpoint of commerce, the present outlook is very encouraging. Wharf sheds have been almost entirely reconstructed and all freight offered is easily handled. The three biggest grain elevators (one with a capacity of 600,000 bushels and two with capacity of 1,000,000 bushels each) have been repaired and are in active operation. The Santa Fe bridge across the bay, also all railroad approaches and yards, are again in good shape—traffic being cared for promptly.

This is good news to the vast territory that makes Galveston its seaport.



Division 54 held their annual meeting on Sunday, December 16, and those who were present certainly got a "run for their money." The Assistant Grand Chief Conductor was in that territory and reports a thoroughly enjoyable session. As an exhibition of what harmony in a Division can mean, this meeting certainly stands as an object lesson, as with fifty per cent of the membership of the Division present, the entire official staff of the Division was elected without a dissenting vote, all but one being Brothers who filled the positions during the preceding year. After the regular meeting, a banquet was spread in the Lexington Assembly Rooms, with about 150 covers laid, and for a period of three or four hours the inner man was thoroughly replenished. The entertainment features were superintended by Brother "Bob"

McDonald, and to those who know him it is not necessary to say that it was properly done.



Division 139 at Knoxville, Tenn., adopted resolutions expressing their appreciation of the recognition shown our Order in the appointment of Brother F. C. Smith of Division 48 as Inspector of Safety Appliances under the Interstate Commerce Commission. Handsomely prepared copy was sent us for publication which is necessarily crowded out by the press of other matter.



The following statement of the differences between the firm of Black & Germer of Erie, Pa., is made by the Central Labor Union of Erie, Pa.:

"During the week of April 9th, the men employed by the above firm, knowing that they were not as well paid as men employed in other shops of a similar character, presented the following request to the firm: 'That they be given an advance of 15 per cent, made necessary by increased cost of living; be given free tools, which the men, unlike those employed in other shops, were obliged to pay for; and

that they be given a price book—that is, a schedule of prices paid on each class of work—so that the men might know before they began a job what they would receive for it.'

"These reasonable requests were refused by the firm, the men were locked out on April 14th, and four weeks later a temporary injunction was secured restraining the men from even doing picket duty. Black & Germer have refused to negotiate with their former employes at any time since the lockout.

"Recently, to show that they were inclined to be fair in the matter, a committee of men waited upon Messrs. Black & Germer and made them the following proposition: 'They agreed that the firm should select any stove manufactured in the district, and the price of each part be compared, piece by piece, with that paid by Black & Germer. If the men asked more for any piece of work than the price paid by the firm manufacturing the stove upon which the test was made, they would reduce their price; if Black & Germer paid less, the price was to be increased. This proposition the firm absolutely refused to consider, showing that they did not wish to be fair with their men.'



If the address on the wrapper of your CONDUCTOR is not correct, detach this coupon after filling out properly, and send the same to us:

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

### CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

### OLD ADDRESS

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## GENERAL INFORMATION RELATIVE TO THE MUTUAL BENEFIT DEPARTMENT.

Assessment No. 376 for the death of P. W. Daly, December 24, 1900, was issued January 1, 1901.  
Time for payment expires February 28, 1901.

## BENEFITS PAID FROM NOVEMBER 21, 1900, TO DEC. 20, 1900, INCLUSIVE.

Ben No.	NAME.	CAUSE.	Div.	Cert No.	Series.	FOR	AMT.
2006	Isaac Bender	R. R. Accident	143	1359	A	Death	\$1,000
2007	Thos. Richeson	Opium Poisoning	227	3522	A	Death	1,000
2008	W. A. Ensign	Loss of Foot.	85	351	C	Dis.	3,000
2009	C. C. Vinson	R. R. Accident	76	1478	C	Death	3,000
2010	E. C. Caskey	Pul. Tuberculosis	223	3	B	Death	2,000
2011	N. E. English	Blood Poisoning	76	4523	A	Death	1,000
2012	D. C. Morthland	Malarial Fever	175	436	B	Death	2,000
2013	N. L. Augstadt	R. R. Accident	229	3692	A	Death	1,000
2014	John Rose	Abs's of Liver	27	5157	B	Death	2,000
2015	B. E. Prickett	Loss of Leg	262	1969	C	Dis.	3,000
2016	A. Deque	Cancer of Stomach	225	943	A	Death	1,000
2017	I. M. Davis	Heart Failure	155	5506	A	Death	1,000
2018	J. G. Chase	Cancer of Stomach	227	4798	A	Death	1,000
2019	Tom McInerny	Accident	35	4833	B	Death	2,000
2020	J. Y. Frazer	Loss of Leg	386	3173	B	Dis.	2,000
2021	W. H. Edwards	Loss of Leg	55	68	D	Dis.	4,000
2022	G. J. Johnson	Carc'no. Om'n.	40	2513	C	Death	3,000
2023	C. L. Roslin	Asthma	1	1540	C	Death	3,000
2024	F. O. Roberts	Loss of Hand	175	391	D	Dis.	4,000
2025	L. A. Rush	Typhoid Fever	201	2222	B	Death	2,000
2026	P. C. Casey	Loss of Foot	395	4137	A	Dis.	1,000
2027	J. R. Black	Loss of Hand	30	1001	C	Dis.	3,000

## NUMBER OF MEMBERS ASSESSED.

Series A, 7,645; Series B, 6,726; Series C, 5,464; Series D, 508; Series E, 72. Amount of Assessment No. 376, \$39,881.

## FINANCIAL STATEMENT.

Received on Mortuary Assessment to Nov. 30, 1900	\$4,423,302.15
Received on Reserve Fund Assessment to Nov. 30, 1900	75,912.55
Received on Expense Assessment to Nov. 30, 1900	80,620.80
Received on Applications, etc., to Nov. 30, 1900	65,453.27

\$4,645,288.77

Total Amount of benefits paid to Nov. 30, 1900	\$4,370,467.00
Total Amount of expenses paid to Nov. 30, 1900	135,934.33
Cash on hand Nov. 30, 1900, Mortuary Fund	52,835.15
Cash on hand Nov. 30, 1900, Reserve Fund	75,912.55
Cash on hand Nov. 30, 1900, Expense Fund	10,139.74

\$4,645,288.77

## EXPENSES PAID DURING NOVEMBER.

Fees returned, \$2.00; Sundry expense, \$6.46; Postage, \$232.00; Stationery and printing, \$348.80; Salary, \$467.50.

W. J. MAXWELL, Secretary.



# OBITUARY

BEALE—Son of Brother C. H. Beale, Division 98, Montgomery, Ala.  
BERESFORD—Wife of Brother Phil Beresford, Division 359, E. Albany, N. Y.  
BOVEE—Brother W. H. Bovee, Division 356, Great Falls, Mont.  
BROWN—Brother A. J. Brown, Division 251, Pine Bluff, Ark.  
BROWN—Brother J. A. Brown, Division 200, Bradford, Pa.

CARTER—Brother William F. Carter, Division 52, Port Jervis, N. Y.  
CHARLTON—Brother T. H. Charlton, Division 1, Chicago, Ill.  
CARSON—Mother of Brother J. A. Carson, Division 45, Oneonta, N. Y.  
CONLIN—Brother J. C. Conlin, Division 240, Marquette, Mich.  
COUGHNOR—Brother C. E. Coughnor, Division 309, Scottdale, Pa.  
CROUCH—Brother Thomas Crouch, Division 38, Des Moines, Ia.

DALY—Brother P. W. Daly, Division 198, Springfield, Mass.  
DECKER—Brother William Decker, Division 102, Grand Rapids, Mich.  
DODSON—Brother W. C. Dodson, Division 221, Spencer, N. C.

GUMP—Brother W. J. Gump, Division 69, El Paso, Texas.

HALL—Brother W. C. Hall, Division 79, Peoria, Ill.  
HART—Brother Byron Hart, Division 155, Syracuse, N. Y.  
HEETER—Brother J. H. Heeter, Division 172, Altoona, Pa.

LATHAM—Mother of Brother T. M. Latham, Division 57, Ft. Worth, Texas.  
LEWIS—Brother H. S. Lewis, Division 9, Elmira, N. Y.  
LINT—Brother George Lint, Division 66, Portland, Me.

MCDERMOTT—Brother James McDermott, Division 65, Pittston, Pa.  
MCNALLY—Brother F. B. McNally, Division 266, Big Springs, Texas.  
MILES—Brother F. C. Miles, Division 51, Tyrone, Pa.  
MILLER—Brother John H. Miller, Division 247, Trinidad, Colo.  
MURRAY—Brother G. B. Murray, Division 285, Spokane, Wash.

PUGH—Brother Charles E. Pugh, Division 184, Clifton Forge, Va.

QUEEN—Brother L. H. Queen, Division, 401, Lehighton, Pa.

RAMSEY—Daughter of Brother W. H. Ramsey, Division 151, Monett, Mo.

STERLING—Brother J. A. Sterling, Division 55, Kansas City, Mo.

TODD—Brother B. B. Todd, Division 79, Peoria, Ill.  
TURNER—Brother R. F. Turner, Division 295, Lorain, Ohio.

UTTERBACK—Brother J. D. Utterback, Division 89, Louisville, Ky.

WILEY—Brother J. A. Wiley, Division 90, Waseca, Minn.

# THE JANNEY COUPLER

The ORIGINAL and LEADING M. C. E. Coupler with shows the detail parts of the Janney with the names and numbers of those parts used in making requisitions.



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**THE MCCONWAY & TORLEY  
PITTSBURG, PA.**

## THE NATIONAL MALLEABLE CAST IRON



ONLY MANUFACTURERS OF

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GOLD MEDAL, PARIS, 1900



# Baker's Breakfast Cocoa

Always uniform in  
quality, absolutely  
pure, delicious and  
nutritious.

The genuine goods  
bear our trademark  
on every package.

TRADE-MARK.

WALTER BAKER & CO., Ltd.,

Established 1799. DORCHESTER, MASS.

# Royal BAKING POWDER Absolutely Pure.

Reject Alum Baking Powders—  
They Destroy Health.

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are receiving more favorable com-  
ments today from an artistic stand-  
point than all other makes combined.

## WE Challenge Comparisons.

By our easy payment plan, every  
family in moderate circumstances  
can own a fine piano. We allow a  
liberal discount for old instruments  
in exchange, and deliver the piano to  
your house free of expense. You can  
deal with us at a distant point the same  
as in Boston. Send for catalogue and  
full information.

VOSE & SONS PIANO CO.,

161 Boylston Street, - - Boston.



No. 85 Summit Ave.  
Plainfield, N. J., Apr. 3, 1900

The Piso Company, Warren, Pa.  
Gentlemen:

We have great faith in Piso's Cure for  
Consumption, and we are now using it  
to the baby, two and a half years old.  
My husband has just used two bottles  
and is rid of his cough. He has tried all  
medicines, but always has to call on  
Piso's Cure for relief. He has used it  
for 14 years.

Yours truly,  
Mrs. W. H. Hays



# The Railway Conductor

FEBRUARY



PUBLISHED  
ORDER OF RAILWAY  
CEDAR RAPIDS

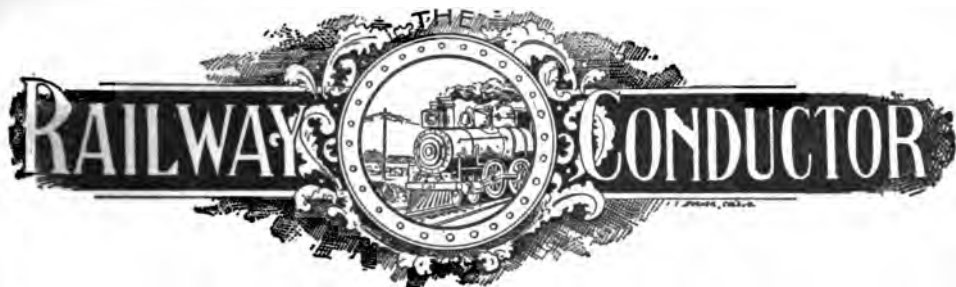
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# Air Brakes



VOL. XVIII.

CEDAR RAPIDS, IOWA, FEBRUARY, 1901.

No. 2.

## A CLOSE MEETING POINT.

BY W. D. ANDERSON.

The summer of '99 was a propitious season for the S. G. & W. Railroad, and its directors evidently felt that it afforded them just the opportunity they had been wishing for to add such improvements as the line needed. A number of new engines, both freight and passenger, had been added to its equipment; grades were cut down; old ties taken out and new ones from the forests of West Virginia, which had been put through a preserving process, were substituted; new, eighty-pound steel rails were laid in the place of those now considered too light to stand the traffic the company was looking forward to receiving, and, to complete the whole, new telegraph offices had been opened up, one of which was at Daws, where a gravel pit had been opened that promised an inexhaustable supply of the finest gravel that could be found for the purpose of ballasting track.

I had served as messenger and office boy at Springville Junction for five years with the hope of some day becoming one of that admired profession, a telegraph operator. It is needless to say that after the lapse of so long a time, with no immediate prospects of promotion, the routine of work often grew monotonous, and had it not been for the strange attraction that wields its influence over men once engaged in this line of work I fear that I would have "thrown up the job," as the boys used to say, disgusted with the dusting and scrubbing and cleaning of battery jars, to say nothing of the bootless trips into the surrounding country

trying to find persons to whom messages were addressed. At last it came. It was but a line directing me to go to Daws and assume the duties of night operator, where an office had been opened, and to report on duty at 7 p. m.

It was a cheerless place to say the most of it, the only house, a farm house, situated well up on the hill-side and quite half a mile distant, was the only sign of habitation. It was here I made my way and made arrangements for such "providence" as would sustain life while I remained one of the population of seven of that community, six of which were the immediate members of the family of David Green, where I secured "board." The place was not an inviting one by any means, and had there been any choice between it and some other whose surroundings were at least homelike, I should never have made David Green's my stopping place.

As I approached the house I was met at the door by mine host himself, who inquired rather gruffly what I wanted. I informed him that I was the new operator and desired a place to get meals and to sleep during the day. After a short conversation with a frowsy-headed woman whom I assumed was his better half in all that the name implies, he said:

"What are ye willin' to pay?"

I hesitated before answering. It was a question that had not entered my head before, and had I been left to settle the matter without having personal interest at stake I fear that David Green could

not have hoed the beans which later constituted the chief article of diet, for what I should have decided upon.

"Well, I don't really know. I never paid board before," I said, making a mental calculation of the amount I should have left when I had paid my board from my munificent salary of forty dollars a month.

"How does four dollars a week strike ye?" he asked.

I was about to plead my inability to pay so much when I caught sight of one of the family, a girl apparently sixteen years of age, whose face appealed to me as the prettiest I had ever seen. She bore no resemblance to the man or woman whatever, and even the air seemed to take on a different degree of freshness when she appeared.

"Ain't that too much, paw?" she asked, seemingly having read my thoughts in this connection and exhibiting an apparent desire to see a bargain made that would be satisfactory to me.

"You shet up! Go tend your work an' when I want ye I'll tell ye," said he, probably realizing that he had a monopoly on boarding houses in that section. "That gal is allus stickin her nose in when she's not wanted, 'specially in business that don't concern her. Some of these days I'll wallop the life out of her."

I checked the retort that he would not do it while I was near, but determined that I would be near her on all possible occasions, and if David Green ever attempted violence that I would teach him a lesson. Having thus decided, I said:

"I will pay you four dollars a week, Mr. Green, and I will take dinner and supper with you today while arranging my office to begin work tonight. After today I shall want supper and breakfast and a little lunch for my midnight meal," I said, addressing the latter part of my remarks to Mrs. Green. "I shall go to the office now, but will be back in time for dinner," I said, turning away.

As I turned away, the members of the family, which had been crowding the door, struggled to get out and obtain a better view of me; all save one; and she had been sent to "tend her work," what-

ever it may have been. The unkempt appearance of the children, apparently seven, nine and sixteen years of age, was not one calculated to inspire me with good spirits over my success in securing a good boarding place. The elder, as did all the other children, bore a strong resemblance to the father and mother, who might have had a common blood of relationship between them.

"Say, Cap; don't keer ef I go long with ye?" he said.

"No," I answered. "I will be glad to have company down there. It will be pretty lonesome sometimes, I guess."

During the afternoon I had ample opportunity to better study the character of the young man who was afterward destined to play a dramatic part in the story I am relating. While exhibiting the most profound ignorance on some things he was remarkably shrewd in others. Avarice seemed to have a predominating place in his nature, and everything pointed him out to be a person well calculated to attempt a cowardly deed if a promise of success in the gratification of his greed presented itself. I questioned him as to his relationship to the young lady I had seen, and learned that she was his sister, and when questioned as to her age he said:

"She's sixteen, too. Maw says we're twins, but I ken 'member jess as well as las' night when paw brought her home, ef I was only a kid. Paw knocked me offen my cheer onct when I sed that to him and told me I shed never say that agin, fer she was my sister, an' a twin sister to that; but alle same I member it, fer becaws her clos was nicern mine and caws—well, caws I knowed everybody an' everything then, that's all."

"Don't you find it pretty hard making a living on those old sand hills where nothing seems to grow but scrub pine?" I asked him.

"O, they ain't none on us et works very hard. We put out a few taters an' beans an' some corn that mostly goes to fodder an' the grass raises itself down on the other side of the hills."

"Don't you raise any wheat for bread?" I said, becoming alarmed that my daily



UPPER SKAGUAY CROSSING—Scene from the White Pass & Yukon Route.



"staff" might have to be confined to corn pone during my stay at Daws.

"Oh, paw brings home flour and sugar and tea and sich like from the city."

"Oh; then, you raise stuff for sale—that is, you take your produce to market in the city?"

"Naw; never raised nothin' for sale; ground's too poor to raise h—l."

Hank had given me ample food for reflection. As I trudged home with him that evening I pictured all sorts of enterprises in which a man might engage to secure the necessities of life without giving in return some adequate compensation, but they all dissolved without leaving a clew as to how David Green obtained them.

While partaking of dinner I had opportunity to study the characters of the other members of the family and become better acquainted with Nellie, which I learned was the name of the "twin." Before leaving the house and while waiting for my lunch, which Mrs. Green was putting up, I engaged in direct conversation with her, and told her a little of the calling which I had chosen. She was at once interested and showed a desire to visit a "real telegraph office," such as she had often heard of but had never seen. When I left her it was with the assurance that I might "expect" her at any time.

Long days dragged wearily along with nothing to relieve the monotony of the situation but the gravel trains which came up out of the pit and stopped for orders to run to Hilltop, sixteen miles distant, where the work-train crews stored the gravel so taken out, upon a long siding, and where through trains "filled out" to a specified number of cars in order to economize in the expense of handling it. This was a program not greatly appreciated by the men in freight service, and often their complaints made the wires hot pleading that they already had more cars than their engines could haul. But nevertheless the work continued in this manner, for the gravel found its way to all parts of the line which was being reconstructed. The steam shovel worked by night to avoid the delay to the numerous trains which were so arranged to run principally by day, there being a few exceptions, one of

which was the express due at Daws at midnight.

I had had several visits from each member of the family except Nellie; even David himself had at various times spent half the night with me, and seemed to have acquired an interest in railroad business that would give the impression that he intended to take up some station connected with it. On one of these occasions he said:

"This railroad must have a heap of money to buy engines and tee rails and cross-ties and sich. My boy, Hank, asked the roadmaster fer a job onct when they was puttin' in the track to the pit, but the dirty skunk tole him to get offen the groun; he was too lazy to work. Hank ain't never fergot that insult, for he's jess as good as any railroad company that ever lived, if they 'do put on airs haulin' them big cars with jail winders full of gold."

"I suppose you have reference to the express cars, Mr. Green? Of course, there is at times considerable money carried on these cars, but it is not the property of the railroad. The express companies carry it for other persons, but it does not fill the cars as you have stated. They carry merchandise as well, and this often fills the cars, but gold and silver never."

"Now, see here, young man; you mebbe think I don't know what I'm tellin' ye, but it's jess fifteen years ago this month that the express skim down the hill and right here where we set the whole blamed caboodle went kersmash in a heap. Didn't I see with my own eyes piles of gold right out of the mint. Didn't I see the dead and dyin' layin' in heaps?" said David, growing animated.

"Did they find it all after the wreck was picked up?" I inquired, giving David a sly wink.

"Young man, I didn't come out looser in that deal, and I'll tell ye that it ain't stopped payin' revenoo to me yit. Wrecks is profitable things; did ye ever stop to think of that?"

"I always had the idea that they were quite expensive, David."

"Well, that's on which side of the fence you stand. But say, how long be they



goin' to keep this gravel business up?"

"All winter, I understand."

"What makes 'em haul the stuff to Hilltop out of the pit? Why don't the freights stop and git it here?"

I explained the economy in the hauling of cars and the capacity of engines as best I could to him. I also explained the resistance afforded by the different degrees of elevation and the force of gravitation to be overcome in moving heavy trains up the steep hill between Daws

David's eyes sparkled. There was an evil glow in them that made me shrink from him and I was heartily glad when he declared that he must "be a goin'." Before closing my office the following morning I received orders to work half days and half nights until further orders, beginning with that date. This pleased me for it gave me better hours. I arose quite refreshed at noon and partook of lunch and told Mrs. Green that if I was not on time for dinner she need not wait,



HANGING ROCKS—Scene from the White Pass & Yukon Route.

and Hilltop. He was intensely interested in this but finally interrupting me with:

"Suppose a bunch of them gravel cars shed break off and kim down the hill, where do ye suppose they'd stop?"

"That depends, David; if they did not strike anything or leave the track they might run to Monmouth, thirty miles. They would come down the hill from Hilltop to Daws in fifteen minutes or less and pass here at the rate of probably seventy miles an hour."

as oftimes my experience taught me that operators cannot be spared at that hour. It was here that Nellie came to my rescue.

"If ye don't care, Mr. Rollins, I'll bring your supper to ye."

As she spoke I saw an intensely anxious expression in her face, while her voice seemed to plead that she be allowed to do so.

"Just the thing, Miss Nellie. I will thank you very much if you will be so kind."

She could not conceal the pleasure it

gave her and as I turned to go she said:

"May I stay a little while and make ye a visit?"

"Yes, if Mrs. Green will give her permission."

"Yes, she kin go. I'm glad to git her out of the way awhile. She might stay with ye till ye eat yer supper and then bring the baskit back."

At this I turned away and wended my way down the path to the office. The routine of work was practically the same with the exception that a few more trains were to be reported as having passed and necessitating more orders to the work trains leaving the pit for the top of the hill. When supper hour arrived I saw Nellie swinging down the path toward the office with basket in hand. As she entered she stared in open wonder at the clattering instruments and gave herself up to a study of her surroundings. At last finding speech she said:

"I brought your supper, Mr. Rollins, and—and I thought mebbe you'd like to have company so I had maw put up both our suppers and I've invited myself to eat with ye."

I expressed myself as delighted with the arrangement and while partaking of our meal explained the mysteries of telegraphy and told her many things concerning the business and myself. After I had concluded I said:

"Now Nellie, tell me something of yourself. Have you always lived in the house up there on the hill or can't you remember your life from early childhood?"

"Oh, Mister Rollins! I mustn't tell you. Maw says it was only a dream and that I am a little fool. Do you believe in dreams, Mr. Rollins? She said she'd kill me if I ever told any of my nonsense to anybody but it was a dear dream anyhow and I often think of it and sometimes her face comes to me when I sleep; then I wakes up and finds myself here in the old shack on the hill. But you won't tell her, will you, Mr. Rollins? Please don't, for she whips me so hard when she's mad. I likes you more'n anybody else in the world and—now you won't tell her will you?" she said with an emotion and naiveness that was truly touching. Her eyes seemed to burn with unshed tears and in a tone hoarse with emotion she said:

"I can trust you, Mr. Rollins, can't I? You won't laugh at my dream, will you, 'cause I'm only a fool and hate me for tellin' you?"

"No, Nellie, you may tell me anything you wish. I want to hear your dream for if it pictures you in happier surroundings than here on the sand hills it may be that it is no dream at all and that you have really seen the visions that only come to you in your dreams. Maybe Mr. and Mrs. Green are not your parents and—"

"Mr. Rollins! That was my dream! Oh, do ye believe it? Who am I? The old shack is hateful to me and they ain't like my brothers nor sisters to me, and the sweet face what comes in my sleep calls me darlin' and which I calls mamma don't seem at all like this maw to me. But it wasn't all a dream I'm sure for I 'member onct a long time ago when I was with the lady who calls me darlin' in my dreams; then I forgets her and sees another baby like me which was Hank and then I allus seen paw and maw after that. Onct when I was in bed I heerd two men talkin'; one of them was paw and the other was a man from the city who had come to see him. I heerd the man say that the money would keep a-comin' as long as he kept the kid quiet. They said somethin' about it bein' funny that the kid was never found in the wreck and that the kid looked jess like its mother and a lot of sech talk till I fell asleep and heerd no more."

"Has that man ever been there since?" I asked, intensely interested.

"I've heerd that same voice lots of times but allus when I'm in bed and sleepy. Onct I got up and peeked out to see what he looked like. He was a nice lookin' gentleman with a big watch chain on and lots of rings on his fingers that shined like fire. He had a long big mustache—wored good clocs and when he went away I looked outen my winder and seen him git into a purty buggy drawed by two awful purty black horses."

"How long has it been since he was here last, Nellie?"

"'Taint so long ago; I heard him tell paw to send the girl to school but keep his eye on her. Then after he went away maw says 'that girl ain't a-goin' to school



A ROTARY AT WORK, ON TUNNEL MOUNTAIN

ROTARY SNOW PLOW AT WORK—Scene from the White Pass & Yukon Route.

if I kin help it; we's wasted enough money on her now, 'sides she might be seen and then our 'lowance stops.'"

"Nellie, you are not David Green's daughter. You are evidently being kept here by someone who profits by your being out of the way, and I have no doubt whatever that your dream as you have called it is a reality indeed. You do not bear any resemblance to these people and your instincts are as different from theirs as it is possible to be. I thank you for telling me your impressions and I will use every effort to learn who you are without exciting the suspicion of David Green and his wife."

"Oh, Mr. Rollin! You are the only friend I have. I wisht I was like you and could talk like you do. I know my words are homely and that I haven't nice ways like ladies who live in the big cities. I wisht I could read purty like you but I ain't never went to school much 'cause paw never could spare me, he said. You are a smart man and I feel as if you had no time for me—that's the reason I never come here before."

"Nellie, let us be friends. Call me Fred, will you? I want you to come here every day if you can and if you wish to learn the things you mention I will be glad to teach you. I have many books, some of which I used in school, and will be glad to teach you in the very things I have learned. I will ask Mrs. Green to let you to come to the office every afternoon with me and in this way you can learn as much as if you were sent to school."

"Oh, how good you are, Mr. Rollins—and will I be a lady some day?"

"You are a lady now, Nellie, but I will try to teach you the accomplishments that ladies usually possess. There comes the 80 out of the pit with a string of gravel for Hilltop; I will ask DE for orders."

"Well, I must be a-goin' anyhow; good bye, Fred—I think that's a purty name. I'm glad I come. The sun seems to make everything look purtier to me since you told me so much and I feel an awful gladness somehow that I didn't ever feel before. Good bye, Fred."

What her thoughts were as she paused and looked back several times on her way up the hill, no one can tell. That her heart was set upon acquiring the rudi-

ments of an education was manifest by her earnestness and I began to realize that the interest I was taking in her welfare was forming a tenderer feeling for the girl whom I had promised to protect on first sight when I heard her foster parent threaten her and whose parents I had promised to find if possible.

I had secured orders for engine 80 to run extra, Daws to Hilltop, and delivered them to the conductor who was giving the signal to his engineer to go ahead that the train might be kept in motion when a form darkened the door of my little office. He was a dark visaged man and wore his hat pulled down tightly over his head. His dress did not indicate that he belonged to that class of wandering humans known as the hobo, but rather to the class that infests the tenderloin districts of our cities, and who, while not possessing any higher instincts, still assume a superiority far above the wandering Willies.

"Say, boss, where's dat train goin'," he said huskily.

"They are going to Hilltop, sixteen miles from here to store the gravel."

"Any trains stop dere tonight?"

"No. There will be no more trains tonight except the gravel run which goes to the top of the hill once more before the express at midnight and that don't stop there."

"All right; t'anks," and the agility that he displayed in getting on the gravel train which was now going at a good rate would have done credit to an old experienced man in the service.

I fell to meditating upon the ways of fortune by whose fickleness some men were made millionaires and others tramps. During my apprenticeship of five years I had seen hundreds of men traveling back and forth over the line with no apparent purpose in mind except that of keeping on the move and trusting to the fortune which made them what they were, to provide food enough to sustain life. I tried to solve the problem to my own satisfaction how human nature can endow one with sufficient courage to sustain all the ups and downs, the exposure, hardships and rebuffs incident to such a life and fail so remarkably in giving this class sufficient energy to work. I had not

finished my meditations when the rumble of the gravel train caught my ear returning from Hilltop. In a moment they were standing at the door. Conductor Berger waited until the train was clear of the main line, then entered, saying:

"Tell 'em we're clear, Fred, and we'll be ready to go up again in thirty minutes with ten cars—that's all she'll hold up there until somebody takes some out. Mighty glad of it because it will give all hands a chance to "spot" after ten o'clock.

I began to feel drowsy and despite my efforts to keep awake I floated off into dreamland. It seemed but a moment I had slept when the door of my little office opened and the cheery voice of Conductor Berger rang out:

"Down in the corner on sand, eh, Freddie? Sorry to flag you, but you can tell DE we're clear for the night. It's only 9:50 and you have plenty of time to double and still make out a pretty good nap before knockin'-off time. Good night."



SUMMIT OF WHITE PASS—Scene from the White Pass & Yukon Route.

We'll have everything loaded by that time to make an early start in the morning."

I reported extra clear and also told the dispatcher what Berger had said. This was followed by additional orders which relieved me from further service until the extra should return from Hilltop with its last train for the night. The moments flew by and extra 80 was soon on its way up the hill. I resumed the thread of thought that had been in mind when the arrival of the extra had broken it off short.

I reported the extra clear and received the usual o. k. There was not a sound to break the stillness of the night. Even the little relay on my table seemed to have settled down to rest. It was not long before I again began to feel a drowsiness creeping over me that I could not shake off. Trusting to that instinct which enables older operators to awaken at the sound of their office call, and feeling that I should not be called before 12 o'clock, I locked my door and stretched

out upon the rude bench, with my coat for a pillow. I was soon in dreamland, but my sleep was filled with hideous visions. My visitor, the dark-visaged man, again stood before me and told me that I was the cause of his misfortunes and that he had returned to kill me. I was dragged out upon the track and tied to the rails. I could see the headlight of the express that was bearing down upon me. As my head lay upon the rail, which seemed to conduct sound, I could hear my office call repeated with a rapidity that was alarming; then changing, began to call Monmouth, the first night station west from me. I could hear Monmouth answer:

"I, I; MH."

"Hold 36 qk," came the order. Thirty-six was the express now bearing down upon me. I could hear the rumble of the swift rushing train and I tugged with desperation to burst the bonds that held me.

"36 gone; o. s. 11:05," came the answer.

Then came my own call again, repeated with a rapidity that made the rail under my head reverberate as if a tattoo were played by the hoofs of a score of galloping steeds. Then came the sound of Nellie's voice, which appeared to be everywhere—above, around, beneath. I tried to call out, but was powerless to utter a sound. A sharp tapping at my window and a voice calling my name awakened me. I had been laying head downward on the rough edge of the bench until my neck seemed to be broken. Again that sound came which had awakened me.

"Fred, wake up! Open the door quick! It's me—Nellie."

I hurriedly unlocked the door, and with my dream still in my mind I glanced at my watch; it was 11:45.

"Nellie, what in the world brings you here at such an hour?"

"Oh, Mr. Rollins! I could nct git away before. I didn't stop to put on my shoes, 'cause I didn't know how much time I had to save the express. Two bad men what sometimes comes to see paw was up there and talked about lettin' the sand come down the hill to wreck the express.

Paw said as you had told him the gravel would come down in fifteen minutes and

be runnin' seventy miles an hour. Oh, why did you tell him that? Now, theys around here someplace—that black lookin' feller what looks like a devil, and paw. The other feller went away, they said, and he's to cut the gravel cars loose fifteen minutes before the express is due here so as to make 'em hit right here at Daws," she said, seemingly without drawing a breath.

I had already determined upon a course to pursue. Opening my key I called Monmouth.

"I, I, MH," came the answer.

"Hold 36 qk," I said, and even as I repeated the code my thoughts flashed to me that it was the same language employed that I had heard in my terrible dream.

"36 gone; o. s. 11:05."

Exactly my dream. I felt great beads of perspiration start out from every pore.

"Nellie, the express is out of Monmouth on time. The gravel is even now coming down the hill," I said hurriedly. "Take this key and run to the switch, unlock it and turn it for the gravel pit; then put the lock in the pin hole and lock it, then—run away—any place far enough to be safe. Hurry! God help you! I must stop 36 and if possible get the boys out of the cars in the pit."

I grasped the red lantern and several torpedoes, which are always kept ready for emergencies of any nature in every telegraph office on the line, and rushed hatless down the track in the direction of the approaching train. Never had my feet seemed to carry me along so slowly. I came quite near being precipitated headlong several times in my mad race. The course I was traveling was one I had often chosen and which was the shortest way of reaching the pit, which was situated some distance from the track and back of a piece of woodland. As I reached the point at which I was compelled to leave the railroad and go through the woods to the pit, I could hear the faint whistle of the express as it sounded for the road crossings, and it seemed like the wail of a departed spirit. I clamped my torpedoes to the rail in feverish haste and left the lantern in the middle of the track. Oh, God! I thought, will Nellie succeed. I rushed through the





WHITE HORSE RAPIDS.

WHITE HORSE RAPIDS--Scene from the White Pass & Yukon Route.

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darkness and down the hillside yelling at every bound:

"Berger! Berger! The gravel's coming down the hill in the pit!"

At last I reached the switch in the pit, a point where two tracks intersected, one containing the cars in which the men slept, the other the steam shovel. I was here to save the men. Which way should I turn the switch. All was inky darkness in the pit, and no light showed to tell me where the poor men were sleeping. Again I called at the top of my voice:

"Berger! Fire! Murder!" in fact anything to get an answer.

At last a response came:

"Well, what do you want?"

"On which track are the sleeping cars."

"The north track," came the answer, and at that moment I heard two short whistles such as are given in answer to signals. I laid my hands upon the rail ends and jumped as if receiving an electric shock. The switch was set for the track containing the sleepers. I released the ratchet and threw my full weight against the lever. As the switch rails met something swift as lightning, yet dark as night flashed by me. Then I felt sick, and a strange weakness came over me and all grew dark.

As I was regaining my senses I heard the hum of voices about me, and it seemed to me that I was again undergoing the strain of another nightmare. I recognized Conductor Berger's voice saying:

"I can't find a bruise on him except his face, which looks as if he'd run through a brush patch, and his hands are bleeding, which looks as if he had fell down mighty hard. Something's wrong, for 36 is standing over there and has whistled out a flag. I wish we could bring the boy to so he could tell us what caused the wreck in the pit. I'm sure there was enough brakes set on the gravel to keep 'em from running out."

At that moment I heard another voice:

"He ain't dead is he, Mr. Berger? Oh, I wisht it was me instid of poor Fred," it sobbed.

"Well, if here ain't our girl! Barefoot, too! Nellie, what is all this about, anyhow," said Berger.

I was now so fully conscious that I could speak, and as I tried to rise willing hands sprang to my assistance, but first of all was Nellie, who had been kneeling at my side. The scene was lighted up with lanterns and torches held by the men who composed the work train crew, and presented a weird scene to one just regaining consciousness.

"Did the gravel come down?" I asked.

"Well, some!" said Conductor Berger, satiracally. "But what made it come?"

"Where is 36?" I asked, ignoring his question.

"Standing over there on the main line," he said, pointing toward the place where I had left my danger signal.

"Is the switch open yet, Nellie?"

"Yes, and I done just what you said—locked it too, and then I run after you jess as fast as I could 'cause I heard some one say, 'Green, there goes the girl, too, something's up. Catch her!' Then I run into the woods and got here. That's all I know."

A word of explanation to the men on the gravel train was sufficient to give them a full understanding of the nature of the horrible plot to wreck the express and soon all hands were making our way over the hill to the main line where we found lights glimmering here and there about the train. The conductor had gone down the track to the little office to ascertain, if possible, the reason for the display of the red signal for his train. Explanations followed and the train moved down near the little office and stopped.

The unusual long stop and the whistling had awakened many passengers who now thronged my little office and stood on the outside listening to Nellie's recital of the attempt to wreck the train. Nellie had suddenly become a heroine. Her earnest matter-of-fact way of telling her story, couched though it was in homeliest phrases, won for her the admiration of every passenger.

I was busily engaged answering scores of questions from the superintendent relative to the safety of the passenger train, and securing against further possibility of disaster by acting upon Conductor Berger's advice that the cars at Hilltop be guarded until the arrival of 36.

Among the passengers was a gentleman

who elbowed his way through the little crowd to gain a look at the little heroine who had so courageously performed her part in saving the lives of the scores of passengers on the train.

"So this is the heroine who saved us all from death?" he said feelingly. "What is your name, my little lady?"

"Nellie Green."

"Where is your home?"

'cause I wouldn't have knowed what to do if it hadn't bin fer Fred. He's the one what told me what to do; but then I'll go with you and see the lady."

They made their way to the sleeper where a beautiful woman sat in one of the compartments waiting to welcome and thank the preserver of their lives. As her eyes fell upon Nellie she became visibly excited.



BENNETT, B. C.—Scene on the White Pass & Yukon Route.

"I lives up yonder on the hill," she said, pointing in the direction of her home.

"My wife is back in the sleeper and would like to see you and thank you. She is an invalid. It was here at this very station fifteen years ago that she was injured in a wreck. Will you come with me?"

"I hain't done nothin' to be thanked fer

"What is your name, my child?"

"Nellie Green."

"How old are you?"

"Sixteen."

"I once had a little daughter who would now be sixteen, but she was lost in a wreck at this very place and in which wreck I was badly injured. I was told that she was burned. Oh, Robert! she is so like our own Helen—as I have often imagined she would now be."



"She's the lady what I seen in my dream," said Nellie in a whisper, turning away to hide a strange emotion that took hold of her.

"What did you say, dear?" said the woman.

"I don't want to make you feel bad, lady, but I has often seen you."

"Indeed? Where?"

"In my dreams. You often comes to me and calls me darlin'. You puts your arms around me and kisses me. I calls you Mamma. Then I wakes up and finds myself in the old shack on the hill with nobody but Hank and Lize and Dave and paw and maw there. I hates that place, lady, but Fred has come now and he's goin' to learn me to be a lady, too."

"Eleanor, dear, I do not wish to give you a false hope but her story has brought a hope to my heart," said the gentleman, visibly affected. "Tell us, dear, what you can remember of your early childhood," he said, addressing the latter remark to Nellie.

Before Nellie had completed her story which not only included her own impressions but the circumstances connected with her detention as she had overheard them, she was being embraced by the same person she had seen in her dreams and was happy to hear again the word darling coming from mortal lips.

"Your name is Nellie Green no longer, darling; you are Helen Truesdale, my own daughter," said Mrs. Truesdale, weeping over her.

Robert Truesdale was pacing back and forth muttering, "The scoundrel! My own brother to deprive me of my child. Let the retribution of a just God overtake him."

At this moment four long whistles were heard followed by one short.

"That means they's callin' in the flag, and the train's a-goin' purty soon," said Helen, whom we will now give her name.

"And when it goes we shall have our darling with us," said Mr. Truesdale, tenderly brushing back her wavy tresses.

"But, Mister—Mister—"

"Your papa, darling—call him papa, will you?" said Mrs. Truesdale, smiling through her tears, which, however, were tears of happiness.

But, papa! Fred don't know I'm goin' and I must tell him," she said imploringly.

"Who is Fred, darling?" asked Mrs. Truesdale.

"He is the noble fellow who nearly sacrificed his life tonight to save us and who Helen has frequently visited during his tenure of office here. Of course you shall see him, Helen, if I must pay detention charges to this train," said Mr. Truesdale.

The scene between them was affecting, indeed, not that it possessed an outward display of grief, but mute silence in which they looked into each other's eyes while standing with clasped hands, spoke volumes. Helen's good fortune had left Fred almost speechless.

"I shall want you to come to see us so soon as we shall return home, Frederick. You must come that my wife may thank you, too, for your noble part in this work tonight. And now good bye, my boy."

"Oh, Fred! I hates to leave you. You was so kind to me, but I hopes it won't be long till you come," said Helen, now putting her arms about his neck.

The effects of this childlike simplicity was not lost upon one present, and many a rough coat sleeve brushed away a tear. As the train pulled out there were three hearty cheers given for the heroine who had saved the express.

I watched until the train was out of sight, then I returned to the key with a heavy heart to report its departure. The work train crew had returned to the pit and I was alone once more. Just as I had given the dispatcher my o. s., I heard voices outside which attracted my attention. Opening the door I heard some one say:

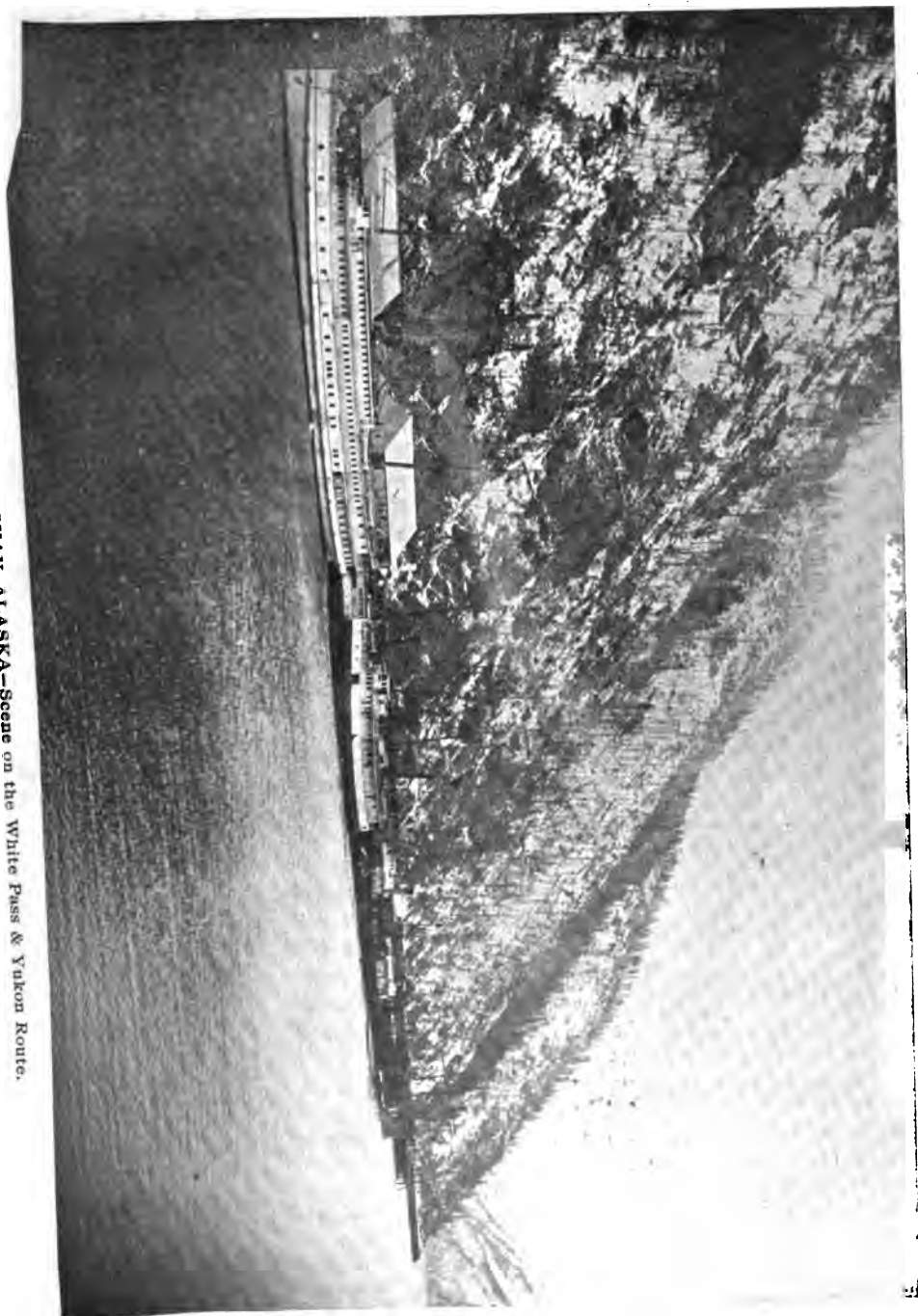
"There now, no didoes! or I shall be under the necessity of perforating you. Straight ahead to the telegraph office! I'll get you fellows a ride that you don't have to steal."

"I tell you I wasn't goin' to steal any ride. I lives up yonder on the hill—me and my boy Hank here—and this other feller, we don't know him, does we Hank?"

"I'll see what you look like in the light."

As the quartet marched up into line with the rays of light that shone out of my office door and which reflected from

MOORE'S WHARF, SAGUAY, ALASKA—Scene on the White Pass & Yukon Route.



the lantern I held in hand I saw three men handcuffed together and in charge of a man whom I had seen among the passengers on the express. Two of the men were David Green and his son Hank; the other I had never seen.

"Let me take your lantern, Mr. Operator, to see what I have here," said the man authoritatively. Peering closely into David Green's face he ejaculated:

"Dave Garcey or I'm a sinner! And Bat Ross, too! There are already indictments enough against you two to keep you out of the cold the remainder of your natural lives, to say nothing of this attempt to wreck the express. Where is the brains of this concern—Templeton?"

"Don't know who you mean," said Ross, sullen'y.

"Oh, yes you do. Where is Truesdale? Oh, the secret is out, David! The girl you have been keeping furnished me the clue to a case I have been working on for nearly sixteen years. Mr. Operator, make a message to your superintendent that John Keene is here with three prisoners who attempted the wreck of 36; send special train and bring Forbes and Dayton here."

It is unnecessary to dwell further upon the scene than to say that they were taken to Brandon, the county seat, and lodged in jail to await trial. Mr. Keene was successful in capturing Templeton a few

days later, and when confronted with the evidence against him, he broke down and made a complete confession that he was a passenger on the train that was wrecked at Daws fifteen years before and had kidnapped his brother's child with the hope that the shock of the news that he bore to him of the loss of his child and the fatal injury of his wife would kill him. He also confessed that his knowledge of his brother's contemplated trip on this occasion led him to plan the disaster, which would have killed both and put him into possession of his brother's estate as the nearest living kin. David Green and son, as well as Bat Ross, were willing accomplices who expected to reap their reward in the rich haul made from the express car.

Indictments were found in sufficient number against all to keep them in confinement the remainder of their natural lives even should they outlive the sentences imposed upon them for their attempt to wreck the express.

Did I visit Helen on her return home, you ask?

Well, you may imagine I did! for that was five years ago, and today she is my wife; an accomplished, beautiful woman whose noble character is no less to be admired than the bravery she displayed on that terrible night when we arranged the close meeting point at Daws.



## “RELIGION--ITS RESPONSIBILITIES.”

BY JOSE GROS.

Certain religious statistics have been recently given out from certain pulpits, collected and compiled by certain eminent divines, by which we seem to have about 30,000,000 consecrated christians out of 500,000,000 nominal christians, out of 1,500,000,000 population all over the earth. It also seems that over 70 per cent of those 30,000,000 first-class christians are piled up in the United States and England, most of the rest being in Holland, Germany and Australia, leaving but scanty squads as small garrisons on different portions of the earth. And

those statistics appear to be perfectly satisfactory to those who have made them and call themselves the salt of the earth by the grace of—themselves, without asking the other fellows what they think on the subject. As the writer does not believe in the goodness of any kind of aristocracy, we propose to show that those statistics are not even flattering to those who have assumed to be in more intimate friendship with the heavens beyond than the rest of humanity, and as such the children of the heavenly Father.

Suppose, for instance, that those



PORCUPINE POINT—Scene on the White Pass & Yukon Route.



30,000,000 have any claims to religious superiority over 98 per cent of the human family. Why is it that they have kept that superiority with themselves? Who has given them any monopoly in religion? What have they done after all to prove any superiority? Why is it that after sixteen centuries of organized christianity those superior ladies and gentlemen have not had any influence over 98 per cent of the men and women all over the planet, millions of them in the very nations they have controlled during all those 1600 years.

Even the old heathen sages considered that no nation could long exist without the religious spirit being the ruling force of masses and classes, of ruled and rulers, of workers and monopolists. And we all know today that every christian nation, the most powerful of the whole lot, are directly or indirectly controlled by the respective christian denominations and so by the clergy of them all. It is so even if that clergy is indifferent on the subject, although they are all proverbially fond of power. It is so because the religious spirit is ingrained in most men even when not manifested by any specific human forms, by any dogmas or creeds, by any standards or rules in ostensible worship, in the paraphernalia of church routine.

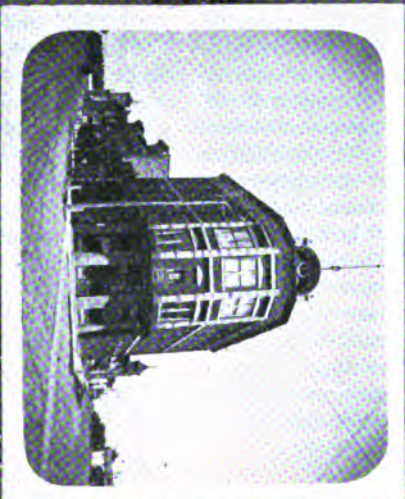
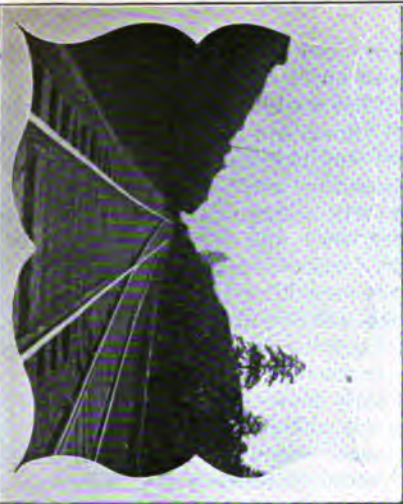
The old theologians of centuries ago, in nations considered very low and degraded, were liberal and broad-minded enough to recognize that beyond the church visible, there existed the church invisible—invisible to men, visible to God. Why is it that the clergy of our superior nations, at the beginning of the twentieth century, are yet so narrow-minded, so bigoted as to imagine that consecration, or real christianity, or manhood, which may count for as much in God's eyes and under certain conditions, is limited to that 2 per cent of human beings who have fixed certain performances of their own as a text of their religious superiority over the 98 per cent? God alone has a right to count His own best children on earth. God alone can see them. He alone can measure the goodness or badness of every one of us.

"Whoever exalteth himself shall be abased." "What is highly esteemed

among men is abomination in the eyes of God." Those two dictums of Christ seem to have been forgotten by the eminent divines who have collected the statistics in question and brag about them when they ought to be ashamed of them. The fact that 30,000,000 of superior fellows have left close to one and a half billion of human beings in spiritual darkness, after 1600 years of efforts in christian conversions, that alone would condemn the superior christians, if they could prove that their estimates and conclusions are correct.

Besides all that, it can hardly be denied that an army of 30,000,000 of real good men ought to have done something specific, in the course of the last two or three centuries anyhow, toward establishing at least the beginning of a real brotherhood, where they have had most of the wealth of the respective nations, and so most of the social influence, and hence the control of the law-making power of nations. It does not take much brain power to know that it is the bulk of the wealthy in each community, large and small, who control all religious organizations, all political parties, all classes and masses. Those rich fellows have to be religious for their own material protection, and also to preserve their influence in politics and social life. The great bulk of humanity does not trust men into power who don't show themselves as strong religious men. Hence you will find mighty few wealthy individuals who are indifferent to religion, in that outward sense anyhow, through which alone the world can form opinions, that is, through that varnish of morality as fixed up by law, traditions and general habits. Above that morality we have the the divine one, but that kind is yet a "*terra incognita*" to most people, even to the superior fellows, outside of abstract thought.

We all know that under the divine morality as expressed in the Decalogue and expounded by Christ, we would have no political corruption, no crime or vice, no poverty, no dishonest accumulations of wealth, no hates, enmities, jealousies discontent. And that divine morality would captivate the working masses everywhere, would conquer them in a few



MARINET CANON  
SUMMIT GLOKIEIA MOUNTAIN.

GROUP OF VIEWS IN AND ABOUT EAST LAS VEGAS, N. M.\*  
\*Courtesy Brother J. B. Cunningham of Division 70.  
WHERE DIVISION 70 MEETS.

DEVIL'S THRONE  
OLDEST ADOBE BUILDING IN LAS VEGAS.

years. It would have done that if only one-tenth of our superior or consecrated christians had openly preached that morality, had specifically supported it in legislative halls, and so incorporated it in human laws. Our superior fellows have done just the reverse. They have all along stood by laws of monopoly in defiance of all Christ's teachings and divine commands. They are today the greatest obstacle to the establishment a healthy progress, as it has been the case all along through our whole historical development.

Of course that any religious aristocracy is bound to evolve industrial plutocracies, social castes, monopolies in political and economic life. Hence the need of our demolishing, in the realm of thought to begin with, any philosophy tending to exalt the idea of humanity being in need of any set of superior religious people. No good can come to the race at large from any such religious caste. We need democracy in religion as well as in every other social ramifications. We need a broad brotherhood in all human activities. "If any among you is the greatest let him be as the servant." There is the religious and social philosophy of Christ. And it means—no aristocracies, plutocracies or monopolies anywhere. A full and complete democracy. "*Brotherhood*" all over the earth. No

classes. No masses. Nothing but brethren and noble men.

And the working millions in all nations, of all races and colors, are hungry and thirsty for the philosophy of Christ, for the religion and christianity of Jesus. They only antagonize or are indifferent toward any and every christianity of shams, toward religions of pride and conceit, parading the goodness of small cliques here and there. No group of men, large or small, have the right to call themselves consecrated this or that until they have established honest social compacts in their own nations and carry the same wherever they go. And we don't want the honesty and righteousness of rifles and guns either. We want, or we need, anyhow, to make individual honesty more profitable than individual dishonesty. We need to give to every man a full opportunity to be his own man, his own boss, his own capitalist, the arbiter of his own destinies. We don't want to have to be looking all the time "*for No. 1.*" That means the Kingdom of Organized Greed, and we need the kingdom of organized brotherhood, that kingdom that was already "*At Hand*" nineteen centuries ago, that is, ready for us to have when we "superior or consecrated fellows" want it, and work for it. Up to our days we seem to have worked the other way.



## IMPROVEMENTS ON THE COLORADO & SOUTHERN.

HENRY W. BARTLETT.

On December 1 the Colorado & Southern Railway Company moved into their new shops on Seventh street, Denver. Those vacated by the company will hereafter be occupied by the Pullman Company, thereby saving a long haul for the latter company on Pullman cars requiring heavy repairs or remodeling, as the case might be.

The new shops of the Colorado & Southern are modern in every respect and are so arranged, that if necessity requires at

any time in the future, they can be enlarged at a very small cost and at the same time not have that appearance that the ordinary railroad shops have, which have been enlarged by adding on and which some times reminds one of the Mexican adobe houses which, as the family increases, are added to without thought of symmetry or order.

The round house consists of thirty-five stalls and is the best lighted and ventilated house the writer has ever seen.



There is a ventilator in the roof between each stall, so that should a locomotive be placed for any reason from under the jack, the smoke can escape readily through the ventilators and as a result the house is free from smoke at all times. The smoke jacks are of prepared wood, absolutely fire-proof and, to use Mr. Humphrey's words, "will not burn unless put into a furnace." This system of preparation was adopted some time since by the Association of Bridge and Building Superintendents.

The drop pit is of the most improved pattern, extending over two pits and of sufficient depth to permit of a pair of wheels being dropped and taken to the next pit and raised by means of pneumatic jacks. The engine pits drain to the back of the house into one large conduit, which in turn empties into the Platte river.

There are two separate water systems, one operating by compressed air from an artesian well, the other by means of two steam pumps with a capacity each of 1,000 gallons, and which give a pressure at all times of 125 pounds.

The ash pit is of the pattern recently adopted by the A., T. & S. F. Co. with a depressed pit alongside capable of holding three cinder cars.

The sand house is a two-story arrangement, the top story consisting of a tower to hold the dry sand, which will be delivered to the engines by means of a spout similar to that in use on the Standard water tanks. The sand is dried in the ordinary driers and then elevated to the tower by means of compressed air. There are two 50,000-gallon water tanks, elevated to a sufficient height to give a good pressure so that the engine tanks can be filled with dispatch. The base of these tanks is 40 feet from the rail.

The machine, boiler and blacksmith shops are in one building 323 feet 5 inches in length by 145 feet in width, 60 feet of which will be used as a boiler shop and 57 feet 5 inches for the blacksmith shop, leaving 206 feet for the machine shop.

The machine shop is equipped with the most modern tools of every description which were furnished by the Niles Tool Co. These are all arranged on one side of the shop and consist of all the kinds

and sizes necessary to equip a modern shop, while the erecting pits are on the other. Pneumatic hoists are hung over the machines so that heavy weights can be lifted in and out of the machines without the aid of a laborer. In the center of the shop and near the large planer and wheel lathe, is a turn-table of sufficient capacity to handle a pair of driving wheels or a push-car loaded with heavy castings. This in order to permit the wheels being taken in either direction from the shop.

The main shafting is  $4\frac{3}{4}$  inches in diameter, in three sections, and so arranged by means of clutches that any one length can be operated independently, or all of them can be operated at the same time. This shafting is supported to a 10 inch channel resting on the bottom cords of the trusses, each of the cords being capable of sustaining seven tons at any point without deflection. Thus it will be noticed that there is very little chance for the shafting to get out of alignment, which is usually the case when hung to timbers. And it is a fact worthy of notice, which speaks well for Mr. Humphrey and his assistants, that the first time the engines were set in motion there was not the slightest trouble with either the line or counter-shafting, or in fact anything that would prevent them from running continuously.

It is the intention to run the machinery



NIAGARA EXPRESS, P. R. R.  
First passenger train out after blizzard. Harrisburg yard, Feb. 14, 1899.

in the machine shop with one of the stationary engines, but in case of a break-down of any kind the machinery can be run by means of a motor which is situated in the tool room.

The tool room, which by-the-way is a pet hobby of Mr. Humphrey's, is situated about the center of the machine shop and is equipped with every tool necessary for the maintenance of hand tools as well as the manufacture of new ones. Space will not permit me to go into details as to the kind and size of power and hand tools. Suffice it to say there is not a tool in the entire plant which is not absolutely new, including the pneumatic tools which were furnished by the Chicago Pneumatic Tool Co.

Next to this is the division master mechanic's and block office, through which all employes must pass going to and from their work, so as to be checked in and out by the time-keeper. Adjoining this is the lavatory, the equal of which cannot be found in the west, and I question if it can be found in any shop in the east. The facts are there are very few hotels that are equipped any better.

The sixty feet allotted to the boiler shop is equipped with power punch and shears, rolls, boiler sheet planer, in fact every tool necessary for a boiler shop. There are placed on the same side as the machinery, in the machine shop. On the opposite side are three pits for heavy boiler work. There are ten pits in the machine shop and three in the boiler shop, over which are two electric traveling cranes, having a capacity of 25 and 75 tons respectively. These are of sufficient height to permit of a boiler being raised and carried over the top of another to any pit desired. The shops are splendidly lighted and ventilated, and for night work there will be no occasion to use a torch any place, for provision has been made, in addition to the arc lights and those over each machine, for not less than a dozen incandescent lamps in each pit, and to insure them not being in the way and broken when not in use, the wires have been set in the pit timbers and carried to about the center of the pit, where boxes are provided to place the lamps in when not in use. The doors in the machine shop are the sliding, raising system and

well counterbalanced. Any shop man will see the advantage of this kind over the swinging system, for the reason that employes will occasionally leave them unfastened and as a result the wind blows them either open or closed, as the case might be, and on account of their enormous weight not only the glass is broken but the door and frame also.

One thing which is quite novel and worthy of notice, is the floor. Instead of being the usual plank floor with spikes sticking up all over it, it is cement. This style of floor is not only easily kept clean, but in case of a break in it by reason of some heavy weight being dropped or something of this sort, a common laborer can repair it.

The blacksmith shop is 125 feet by 57 feet 5 inches. This shop is equipped with the machines usually found in a modern blacksmith shop, such as a bolt heading machine, bulldozer, steam hammers, etc. Two of the latter are 4,000 and 1,500 pounds respectively. There are also eighteen down-draft Sturtevant forges. This system is so complete that when all the forges are running full blast there is no more smoke in the blacksmith shop than there is in the machine shop.

In order to utilize all the heat possible, Mr. Humphrey has placed a locomotive boiler on top of the scrap furnace, which supplies steam for the hammers.

Adjoining the blacksmith shop is the power house, which is 60x80 feet. In this room there are three magnificent Allis-Corliss engines of 250, 150 and 125 h. p. respectively, and three dynamos manufactured by the Western Electric Co., each having a capacity of 85 kw. by which the entire plant and yards are lighted, and lighted well, too, and still have ample power reserved to run the machinery in case of a break-down of the engine or belt. The switchboard also is an ornament to this room. It is 6x8 feet, marble slabs, with the switches, volt meters, etc., so arranged as to give it a splendid appearance. The exhaust steam from the engines is conducted to a condenser located near the boiler room, where it is used to heat the feed water for the boilers. There are also in the engine room two Rand straight line compressors of 600 cubic feet capacity each.



The transfer table is situated between the machine and car shops and extends the entire length of the shops and to the store house platform, so that engines and cars can be handled from one shop to the other and heavy weights, such as cylinders, frames, etc., can be handled easily between the store house and shops. This table is manufactured by G. P. Nichols & Bro. of Chicago, is operated by electricity and travels at the rate of 175 feet per minute when loaded with a 120 ton engine; it is readily stopped and locked at any desired point. The machinery for operating this table is located inside of a small cab, which protects it and the operator from the weather. This table is a wonderful structure and reflects great credit on its builders.

Next we come to the boiler room, which is adjoining the car shop. This room is 110 feet square and contains four return tubular boilers of 150 h. p. each. Adjoining this is another check room, through which all the men employed in the wood-working department must pass in order to have the time-keeper to check the men in and out; and adjoining this again is another lavatory, of the same size and finish as that in the machine shop.

The saw mill is 243 feet by 50 feet, 2 inches. On one side of this shop the wood-working machines will be placed and arranged, commencing with the cut-off saw, so that the material will be finished and ready to be taken to the car shop or repair yard, or wherever it is needed by the time it reaches the other end of the mill. Arrangements have been made by the means of overhead cranes to handle this material to any point in the car shop where needed, and that which is required in the repair yard can be handled back through the mill by means of narrow gauge push-cars, the tracks for which will extend throughout the entire repair yards. On the other side of the mill will be placed metal working machines for getting out material for the repair of cars, such as boring mills,

wheel press, nut tapping machines, etc. This in order to relieve the machine shop from this class of work.

All the machinery in these shops will be operated by electric motors, so that the usual line shafting, belting, etc.,—particularly the "etc.", which means oil dropping over the men and overseers, as well as the continual breaking of the belts,—will be conspicuous by its absence. This floor is also cement and altogether is a fine looking mill.

The car shop is 178 feet, 3 inches by 110 feet and has eight tracks. The paint shop is 161 feet by 48 and has two tracks. This building will be two stories. On the top story all the scrubbing and varnishing will be done on light work, such as doors, sash, etc., which will be conveyed to and from the top story by means of a pneumatic elevator. At this point it will be in order to say that the entire plant, including the superintendent of motive power's office and round house, is heated by the Sturtevant hot air system, which I am told is satisfactory in every way.

The oil house, store house and material yards are so situated that they can be reached easily with material for stock and in turn from these locations to the shops.

As a rule when railroad companies move into larger and more commodious shops on account of the increase of business, the old tools are taken with them. In this case the company completely abandoned their old quarters, not taking a tool of any description with them, so that Mr. Humphrey not only starts in with new buildings and yards, but with new tools also, from the large wheel lathe down to the smallest hand tool used in the tool room.

Nothing short of deep thought and months of hard labor on the part of Mr. Dyer, general superintendent, Mr. Humphrey, superintendent of motive power, and Mr. Cowan, chief engineer, could have brought about such satisfactory results, and great credit is due to these gentlemen.



We live in deeds, not years; in thoughts, not breaths;  
In feelings, not in figures on a dial.  
We should count time by heart throbs. He most lives,  
Who thinks most, feels the noblest, acts the best.

—Philip James Bailey.



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### DESIRED LEGISLATION

The following bill was introduced in the Senate by Senator Thurston of Nebraska and was known as Senate bill 4233:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no agreement, combination, or contract by or between two or more persons to do or procure to be done, or not to do or procure not to be done, any act in contemplation or furtherance of any trade dispute between employers and employes in the District of Columbia or in any territory of the United States, or who may be engaged in trade or commerce between any territory and another, or between any territory or territories and any state or states or the District of Columbia, or with foreign nations, or between the District of Columbia and any state or states or foreign nations, shall be deemed criminal, nor shall those engaged therein be indictable or otherwise punishable for the crime of conspiracy, if such act committed by one person would not be punishable as a crime, nor shall such agreement, combination, or contract be considered as in restraint of trade or commerce, nor shall any restraining order or injunction be issued with relation thereto. Nothing in this act shall exempt from punishment, otherwise than as herein excepted, any persons guilty of conspiracy for which punishment is now provided by any act of Congress, but such act of Congress shall, as to the agreements, combinations, and contracts hereinbefore referred to, be construed as if this act were therein contained.

It was referred to the committee on the Judiciary and was reported back from

that committee without amendment. The same bill was introduced in the House by Mr. Ridgeley of Kansas, is known as House Bill 8917, was referred to the committee on the Judiciary, who reported it back to the House with the amendments noted in their report, which was as follows:

The committee on the judiciary, to whom was referred House bill 8917, report it back with a recommendation that the bill pass with two amendments.

It is a bill to define the meaning of the word "conspiracy" and to regulate the use of restraining orders and injunctions. After specifying what shall not be held to be a conspiracy, this independent proposition appears in lines five and six on page two of the bill:

"Nor shall such agreement, combination, or contract be considered as in restraint of trade or commerce."

The first amendment of the committee strikes out the language above quoted. The only statute of the United States that prohibits contracts and agreements in restraint of trade and commerce, is the Sherman anti-trust act, approved July 2, 1890.

That statute makes such contracts and agreements criminal and imposes upon the parties making them penalties of fine and imprisonment. It makes no discrimination between classes or individuals. In its application it is not a respecter of persons. It does not select, as it ought not, persons engaged in any particular business or occupation, as distinguished from other kinds of business or occupation, as subject to its penalties. It operates equally and alike upon all. If the results legislated against are properly the subject of criminal legislation, all

agencies through which such criminal results are produced, must be equally within the penal provisions of the act, as otherwise the restraint of trade and commerce could not be effectually prevented. If the result is injurious, all acts producing the result should be under the ban of the statute.

It is certainly conceivable that acts may be done in "contemplation or furtherance of any trade dispute between employers and employes" that would not be "in restraint of trade or commerce," and it is undoubtedly true that acts might be specially directed to or necessarily involve the "restraint of trade or commerce" for the purpose of furthering such dispute. It can hardly be insisted that a set of acts done to accomplish a particular purpose, and which as a part thereof necessarily restrain trade or commerce, should be held innocent and harmless when intended to produce results denounced as criminal, while other acts of the same general character, not involving this particular purpose, but producing the same result, should be held criminal.

No reason is perceived why the law should discriminate as to the purpose for which trade or commerce should be restrained. We do not think it proper to discriminate between the classes of persons, or the acts in which they may be engaged when such acts equally tend to and bring about the same criminal result. It is not within the proper province of the lawmaking power to make fish of one and fowl of another. A state with its recognized powers of sovereignty is impotent to obstruct interstate commerce, but this bill without amendment would in effect authorize persons engaged in the furtherance of a trade dispute, employers and employes, to make contracts and agreements, do acts that would obstruct interstate commerce, and thus exercise powers not possessed by a sovereign state.

We can not feel that the proponents of the bill would desire this result. With the language struck out, as proposed by the amendment, it will be seen that the language of the bill is sweeping and far-reaching, and it would be difficult to say just how far the court would go in holding under it that parties to combinations between employers or employes for the furtherance of a trade dispute, would be excepted from the operation of the Sherman anti-trust act. It is quite possible that its operation will prove to be more extensive than is contemplated by conservative judgment. When the friends of the bill have the full benefit of such extremely general language, with its inherent possibilities of judicial construction, it would appear to be as far as they ought to ask the legislative power go.

The second amendment which is recommended is the addition of the following proviso after the word "thereto," at the

end of the seventh line in the second page, viz:

"PROVIDED, That the provisions of this act shall not apply to threats to injure the person or the property, business, or occupation of any person, firm, association, or corporation, to intimidation or coercion, or to any acts causing or intended to cause an illegal interference, by overt acts, with the rights of others."

The bill provides that "any act in contemplation or furtherance of any trade dispute between employers and employes" shall not "be deemed criminal, nor shall those engaged therein be indictable or otherwise punishable for the crime of conspiracy, if such act committed by one person would not be punishable as a crime, nor shall any restraining order or injunction be issued with relation thereto."

This bill, as it reads, without amendment, would authorize a large number of persons engaged in the "furtherance of a trade dispute" to orally threaten personal violence and injury to persons, property, business, and occupations—to intimidate and coerce by oral threats—as such an act, when committed by one person, is not punishable as a crime. The only remedy for a threat to do personal injury in nearly every state jurisdiction, is a proceeding to place the party making the threat under bonds to keep the peace, and thus prevent the commission of an act that would "be punishable as a crime." If such threat is ever punishable as a crime, it is an exception to which our attention has not been called, and certainly is not the rule. This being the case, the bill would certainly authorize a combination of any size to orally threaten injury—to intimidate and coerce by oral threats—acts which we assume no one would desire to have permitted, much less authorized, by the provision of any public statute. We have been advised by some of those urging its passage that such a result was neither desirable or desired.

The bill was evidently drawn under the misapprehension that oral threats to injure, as aforesaid, were "punishable as a crime." The object sought to be obtained by this act, as we understand it, is to prohibit the punishment of combinations, organized to do or doing acts that would be lawful and proper if done by an individual, and to prohibit the use of injunctions to restrain the doing of such acts by any combination, acts which are not intended to and do not injure persons or property. We do not understand that anyone seriously contends that authority should be given, either directly or indirectly, by a public statute to any combination to orally threaten injury to persons or property, business or occupations, or intimidate or coerce by such threats, or to interfere with the legal rights of

others, or that the court should be prohibited from restraining such acts. It is for the purpose of preventing such an undesired and unwarrantable operation of the act and confining it to what its friends admit to be its legitimate scope that we recommend the adoption of the second amendment.

The bill is therefore reported back with the recommendation that it pass when amended as follows:

Page 2, from lines five and six strike out the following: "nor shall such agreement, combination, or contract be considered as in restraint of trade or commerce."

Page two, at the end of line 7, after the word "thereto," insert the following:

"PROVIDED, That the provisions of this act shall not apply to threats to injure the person or the property, business, or occupation of any person, firm, association, or corporation, to intimidation or coercion, or any acts causing or intended to cause an illegal interference, by overt acts, with the rights of others."

The amendments proposed by the committee in the House, striking out the words, "nor shall such agreement, combination or contract be considered as in restraint of trade or commerce," would be a tacit admission that labor organizations come within the scope of the Sherman Anti-Trust act, approved July 2nd, 1890. We do not believe that the framers of that act or those who assisted in placing it upon the statute books ever intended that it should apply in any manner to organizations of working men. On the contrary, we believe they were actuated by a desire to enact legislation intended to benefit the working masses and to afford some degree of relief from oppression which the working masses felt on account of the acts of some of the trusts. If the employes of any railroad should, in defence of their rights, retire in concert from the employ of that company, it might easily be, and probably would be, that there would be some interruption in trade and commerce in so far as that railroad was concerned, but the employes would simply be acting within the rights conferred upon them by the constitution of the United States and it is certainly not consistent, and we believe that it is not within the limits of the desires of the American people that they should be punishable for exercising that right. It is probably true, as noted by the House committee on the Judiciary, that the state is important to ob-

struct inter state commerce, that the state is not an individual citizen guaranteed by the constitution that he will not be required to submit to involuntary servitude except as a punishment for crime. The friends of the bill do not desire any opportunity or license to interrupt interstate traffic or to place any restraint upon trade or commerce. They do desire that the inalienable rights guaranteed to them should not be curtailed or taken away by interpretations placed upon acts of legislative bodies which are foreign to the intent of the framers and makers of the law, and which operate to nullify the guarantees afforded by the constitution.

The second amendment proposed by the House Committee on the Judiciary, inserting the proviso at the end of the seventh line on the second page, quoted in their report, seems to be based in the belief that the act is intended to give legal license to the commission of illegal or unlawful practices. We do not pretend to know all about the law but we have a general understanding that the law as represented in the police powers of the state or of the government is intended to give every citizen peaceable opportunity to "enjoy life, liberty and the pursuit of happiness." The friends of this proposed act do not desire that any construction shall ever be placed upon it, giving them the right or authority to indulge in threats to injure the person or property or business of any other persons. They do not seek permission to indulge in intimidation or coercion. They simply seek to prevent having applied to them constructions placed upon their acts which would materially abridge their guaranteed liberties.

The president of one of the most important railroad systems in the United States said in a public letter recently addressed to the National Civic Federation:

"I am free to admit that were the strike impossible, there are railroad managers who would seek advantages for themselves by unjust treatment of their employes. So long as the strike is possible, it is a check on such a disposition."

Railroad employes do not entertain, and have not shown a disposition to en-

gage in strikes except in resentment of acts of some officials entertaining the disposition referred to above. They do desire to preserve their right to strike if it becomes necessary and they want the opportunity to exercise that right without interference by the courts. If any individual commits unlawful acts, he is amenable under the law as an individual citizen for his act and should be punished as an individual for the same. It is neither right nor reasonable to place restraint upon large numbers or upon the working masses for the purpose of reaching, or preventing the acts of some extreme or radical individual.

The bill as originally presented would, we believe, be valuable legislation for the railroad employes and for working men generally. It is advisable that all should interest themselves in securing its passage as originally presented, and it is hoped that the friends of the bill and the friends of working people generally will write to the senators and representatives from their state and districts, urging them to support the bill as originally presented and oppose the amendments offered by the Committee on the Judiciary in the House.

The following act, known as House Bill 10302, passed the House of Representatives of the present congress June 7, 1900, and is now before the Committee on Interstate Commerce of the senate:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be added to the Act entitled "An Act to promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes and their locomotives with driving-wheel brakes, and for other purposes," approved March second, eighteen hundred and ninety-three, the following:

"SECTION 9. That where any collision of trains, where one of the trains is a passenger train, shall occur on a railroad of any common carrier engaged in interstate commerce by railroad, or where any passenger train, or any part of a passenger train, accidentally leaves the rails it shall be the duty of the superintendent or other officer in charge of the movement of trains on the division of said road on which the accident occurred to immediately institute an investigation into the causes of such accident and

transmit a report under oath to the general manager or general superintendent of the road, showing the nature and causes thereof, and it shall be the duty of such general manager or general superintendent to transmit such report to the Interstate Commerce Commission at their office at Washington, District of Columbia. It shall also be the duty of any such common carrier to make the Interstate Commerce Commission a monthly report under oath of all accidents which may occur to its passengers or employes, whether attended with loss of life or personal injury, and such report shall state the causes and circumstances connected therewith. That any common carrier failing to make such report within thirty days after the end of any month, or failing to make report of any collision or cars leaving the rails accidentally, as herein required, within thirty days after the occurrence of such accident, shall be deemed guilty of a misdemeanor and, upon conviction thereof by a court of competent jurisdiction, shall be punished by a fine of not less than one hundred dollars, and not more than five hundred dollars, for each and every offense and for every day during which it shall fail to make such report after the time herein specified for making the same. The failure of the superintendent or other officer in charge of the movement of trains as aforesaid to make report to the general manager or general superintendent, or of said general manager or general superintendent to make report to the Interstate Commerce Commission, as herein required, shall be deemed the offense of the carrier as well as of such officer himself: *Provided*, That neither said report nor any part thereof shall be admitted as evidence or used for any purpose against such railroad so making such report in any suit or action for damages growing out of any matter mentioned in said report.

"SEC. 10. That the Interstate Commerce Commission is authorized to prescribe for such common carriers a method and form for making the reports in the foregoing section provided."

Passed the House of Representatives June 7, 1900.

Attest:

A. McDOWELL, Clerk.

The provisions of the bill are very strongly urged by the members of the Interstate Commerce Commission. There does not seem to be any reasonable opportunity for railroad companies to object to it beyond the fact that it makes a little more clerical work. Publicity given to the true facts surrounding the employment of railroad employes led to the passage of the Safety Appliance Act; and this amendment to the act seeks to give

the widest possible publicity to the true facts surrounding railroad accidents. The provision that "Neither said report nor any part thereof shall be admitted as evidence or used for any purpose against such railroad so making such report in any suit or action for damages growing out of any matter mentioned in said report," seems to clearly remove the only opportunity there could be for objecting to making these reports. This bill, as well as the one regarding conspiracy, has the full endorsement of the railroad organiza-

tions and both are being supported by their representative in Washington. It is desired that all the influence possible be brought to bear upon the senators to induce them to support this. It may be here remarked that the best influence that can be exerted in that direction is the voice from the home state or district. It is hoped that members generally will interest themselves in letting their senators and representatives know what their wishes are in these connections.



### MODERN EDUCATION.

Perhaps no one subject is worthy of so careful consideration nor is a matter of so deep concern to the average conductor as that of securing such educational advantages for his children as will best fit them to assume the responsibilities of life and make them capable of holding their own in the struggle for supremacy which seems to be the modern goal. Education like the human body in some respects, consists of a constant breaking down and building up of the material which composes it, yet constantly enlarging or expanding, adding to its development atom by atom, changing its dress yet rarely destroying the form or principle upon which it rested. The student of today has no conception of the meaning of the "Rule of Three," the proficiency in which once marked an advanced state in mathematics among higher grade students; but every boy in our grammar schools of today will readily solve all the problems arising in simple and compound proportion. Thus it will be seen that the principles that once constituted an advanced milestone in the journey toward education are now reached early in life and constitute, we might say, but one of the fundamental principles upon which broader problems are solved.

To illustrate more fully the advancement and necessity of modern education we produce herewith, in part, the report of the Bureau of Labor Statistics of the State of Illinois, relating to manual training and industrial education in public schools. It appeals to our mind as the

only correct method of training and in a figurative sense teaches the use of tools that, after all, constitutes real education:

The idea that it is a public function to teach a child to do something as well as to know something, is modern. The Greeks, from whom we have derived too much, perhaps, of our educational methods, disapproved it entirely. Plato believed that "all the useful arts are degrading;" and Aristotle seems to have agreed with him. Only slaves were supposed to do things; respectable people and free citizens must be instructed only in abstract philosophy, rhetorical finish, music, and calisthenics. Even penmanship was too coarse,—smacked too much of the plebian,—to suit the fastidiousness of the Greeks, for it must be done with the hand and not alone with the mind. Plato says, "it is only necessary so far as to be able to write or read; to write fast or elegantly must not be attempted within the range of ordinary education." "Indeed, as slaves did all the copying work, and as published books were always in their handwriting, there may have been the same sort of prejudice against a very good, clear, hand which many people now feel against an office hand;"\* but, a course of ten years was prescribed to round off and properly finish the studied sentences of would-be orators.

With the advent of Lord Bacon, and his influence upon educational ideas, came the theory that the ultimate, legitimate purpose of thought is action; upon which theory all that is termed "The new education" is based. Realizing, what it ought never to have been difficult to see, that human progress is along the line of material development rather than metaphysical speculations. Bacon said that

\*J. P. Mahaffey, "Old Greek Education," p. 52.



Alexander, who is now residing at Fort Smith, Texas. Glad to know health and prosperity are on their way; would be pleased to have them with us again. Go and come, such is railroad life. We like the ring of the Chattanooga letter on Insurance in November CONDUCTOR. I wish to urge every agent to do their best on this line.

A right to tread so softly, beside the couch of pain; to smooth with gentle fingers, the tangled locks again; to watch beside the dying in wee small hours of night, and breathe a consecrated prayer when the spirit takes its flight.

A right to cheer the weary on the battle fields of life; to give the word of sympathy amid the toil and strife; to lift the burden gently from sore and tired hearts, and never weary of the task, 'till gloomy care departs.

A right to be a woman in truest woman's work—if life should be a hard one, no duty ever shirk; a right to show to others how strong a woman grows when skies are dark and lowering, and life bears not a rose.

A right to love one truly, and be loved back again; a right to share his fortunes through sunlight and through rain; a right to be protected from life's most cruel blight by manly love and courage—sure these are Woman's rights.

Parsons, Kans.

N. M. BROWN.



#### Editor Railway Conductor:

Looking over THE CONDUCTOR I never read anything in regard to Division 370. As I am a Brother's wife, I will say that 370 is alive and prospering. The Secretary, Brother W. Endy, who is yardmaster at Northrup Avenue is kept busy making up trains for the double headers to take out. Past Chief Conductor Warfield is kept busy also trying to make time with the double headers along with the other Brothers. The officers for the ensuing year were elected and installed December 9th. After the installing ceremonies, the Brothers partook of a banquet furnished by Brother Wanehearst, who has changed his occupation from railroading to catering, which he can do to the satisfaction of the members of 370, who, like all railroad men know what is o. k. The Division is to be represented by Brother Clark at the meeting of the 28th Grand Division. A communication dated the 23rd, received by Division 370 from Division 122 inviting the Brothers with wives and sweethearts to a public installation, banquet and entertainment held December 30. A few of the Brothers with wives accepted and enjoyed it; those who did not go will regret it, for it will go on record as one of the good times of 122, which have been many. It came to an end as all good times do—all shake hands and off to catch the train for home hoping to meet again. It was at Brother W. J. Coyne's suggestion that the wives and sweethearts were invited. The ladies hope he will always be on the committee so as to meet with the Brothers. The Providence Brothers have been to Boston too many times alone and enjoyed all the "goodies." Some of them get lost when they go alone. (I hear an echo; one Brother says do not invite the ladies again. If that Brother has to walk the carpet don't give him thirty days.)

THE CONDUCTOR is one of the comforts of a Brother and Sister's home. It is always well taken

care of and is the comfort of many an hour of the Brother's wife when he is making his trip through the dreary hours of night. The best reading is the communications from the Sisters and Brothers. May the good work of the O. R. C. always be as bright as the stars in the heavens and their good deeds as bright as the silvery moon. C. E. W.

Providence, R. I.



#### Editor Railway Conductor:

Auxiliary 115, like Jack in a box, is sure to be seen if not heard. If not too late will wish the Brothers and Sisters a Happy New Year. Some changes were made in our officers in the new year. We had good ones who served us faithfully, and we have no fear of those who take the chairs. We look to them to uphold the high standard of our Auxiliary. Our Sisters I know will do their share when called upon, even though the task be not an agreeable one.

We installed the following officers at last regular meeting, January 9th, 1901. Pres., Mrs. John Gohringer; V. P., Mrs. George Penner; S. and T., Mrs. E. M. Wilkie; S. S., Mrs. J. W. Morris; J. S., Mrs. Charles Dunham; Ex. Com., Mrs. William Campbell, Mrs. D. Bradley and Mrs. Fred Morrison; Guard, Mrs. George Smith; Musician, Mrs. D. Bradley; Correspondent, Mrs. George Penner; Sub. Agent, Mrs. E. M. Wilkie. I tell you Sisters, we hustled that day. I know the ladies of Auxiliary 115 will all remember the 9th of January as an eventful one. In the evening we held a dime social at the home of our president, Mrs. John Gohringer. More than one hundred were present. Cards were played, refreshments served and all had a jolly, good time. I wonder why Sister Morris looked at the plates so long before passing them? (that was a joke.) When told that Sister Sexton was mamma to a beautiful baby boy that morning, Auxiliary 115 sent congratulations at once to Brother and Sister Sexton.

Our dime social, first of the new year was a general success. At our next meeting four candidates will be initiated. Do not be afraid Sisters, to face the goat; he is quite wild sometimes. Sister Mercer, where art thou? I miss thee. Auxiliary 115 is prospering; all are doing their best in C. T. & F. Now, Sisters, one and all, "to others' faults a little blind, and to their virtues ever kind." Wishing all Auxiliaries prosperity in this new year.

Utica, N. Y.

MRS. GEORGE PENNER.



#### Editor Railway Conductor:

Perhaps some of the fraternity would like to hear from the far west, L. A. No. 35. We are a small Auxiliary—only 18 members, but rather a lively one. Will the St. Paul Sister correspondent please make a note of the fact, that it was not Seattle that was honored with Sister Moore's visit, but Tacoma. There is no Auxiliary in Seattle, but between the two cities there is a rivalry akin to that of Minneapolis and St. Paul, so the Sister will readily understand how quickly it passed around among the ladies when the December CONDUCTOR was read, that our rival was getting the honors instead of ourselves.

Our Grand President's visit was very much enjoyed, both from a business and social standpoint. We had special meetings two days. A reception

was tendered her on the second evening, at the home of Sister Willard. Members of the O. R. C. and Auxiliary being present, a delightful supper was indulged in, after which Sister Moore made an able speech, which was heartily received. The impression left by her visit was, that she is the proper woman in the proper place, for she seems to thoroughly understand lodge work.

Our Auxiliary gives a series of card parties each winter, but has found them more sociable than profitable. Sister Hurd, one of our monthly members, donated a beautiful piece of drawn work to the Auxiliary, and it is being raffled for the Auxiliary's benefit. The members of the Auxiliary at Tacoma are looking forward to the convention at St. Paul with pleasant anticipations, as most of them expect to attend, and those who had not "made up their mind" were quite decided when they saw the mileage books issued by Division 40. It made us feel more secure, for we realize a hearty reception will be in store for us. Our delegate is Mrs. F. E. Willard. The following officers were elected for the ensuing year: President, Mrs. J. A. Walker; V.-P., Mrs. Mamie Hurd; S. and T., Mrs. J. S. Page; S. S., Mrs. John Foster; J. S., Mrs. Ida Herbert; Guard, Mrs. O. F. McCall; Chairman Ex. Com., Mrs. J. B. N. Johnson.

Tacoma, Wash.

MRS. J. A. WALKER.



#### Editor Railway Conductor:

The election of officers of Auxiliary 88 resulted as follows: Pres., Mrs. Jennie Maffett; V. P., Mrs. A. Merritts; S. and T., Mrs. Mary E. Vance; S. S., Mrs. Jennie Huber; J. S., Mrs. Emma Miller; Guard, Mrs. R. Cornelius; Ex. Com., Mary M. McCurdy; Mrs. S. Watts, and Mrs. G. Barnhard; Correspondent, Mary M. McCurdy; Insurance Agent, Mary E. Vance; Delegate Mary M. McCurdy; Alternate, Mary E. Vance. The election passed off very pleasantly and the Auxiliary decided to hold a public installation. The evening of the first meeting day in January was decided upon for the occasion, and the Brothers of Division 172 were invited to be present to witness this work. Our retiring President installed the officers and the Brothers of 172 say it was a success. After the installation all did ample justice to a very inviting luncheon. After all appetites had been satisfied we returned to the hall. During the evening we were very pleasantly entertained by Brother L. Watt of Division 172. His remarks were fine referring to the prompt and accurate way in which we do our work, and the prosperous condition of Auxiliary 88 at the present time is very pleasing to him. For all those kind words we thank him very much. Brother Nolte, of Division 158 being present, followed him in a neat little speech concerning Auxiliaries' progress and praise for our home Auxiliary. His wife is one of our number and we are always looking for him to be with her here on all occasions of this kind. We will remember him very kindly for his praise of the Auxiliary ladies. Brother Rutter, who is a member of 172, has always been a faithful friend of Auxiliary 88, spoke of our swelling number, but there is room in the Auxiliary for many more conductor's wives, and I advise the men to urge them to join, for they are proud of the Auxiliary to 172 and when men mingle with the Auxiliary on such occasions as these they

feel that every conductor's wife should be a member. Always come to our social gatherings. Brother Rutter; you are welcome and we like to hear you talk. More of the Brothers present wished to be excused from speaking on the grounds that they saw two cakes carried into the hall, one baked by our new President and one by our new Vice-President, and they wanted to walk them off, which was promptly done. Brother Watt and Sister Nolte carried off the first and Brother Wertz and Sister Miller won the second, and through their kindness the cakes were cut and each was served with a slice which all enjoyed. Sister Maffett and Merritts, accept thanks for your thoughtfulness. The music for the evening was fine and very much appreciated. At this point in the pleasures a beautiful rocking-chair was presented to our retiring president in behalf of the Auxiliary by our new president, Sister Maffett, and in a few words told her how her work during the past year was—pleasant, fruitful and peaceably conducted, and the chair presented to her by the Auxiliary was a token of love and esteem in which she was held by them. In accepting the gift Sister Overcash said her heart was in the work and she will continue to work on, and offered many thanks to the Auxiliary for the present.

Now, as the new year opens let us say, all members stand by your officers; help with the work and we will swell in numbers and prosper in the treasury. The officers can do their work but not all the work connected with an Auxiliary. Turn out promptly; push new ventures along and add pleasure and earnestness to the meetings. We will have a meeting day for the babies as soon as the weather will permit. Sister Baker has a little son to bring out and Sister McCormick a new girl baby that must be shown in the Auxiliary room. We had an invitation to attend the School of Instruction, to be held in Pittsburg on the 24th and 25th of January. I will add that we missed our Sisters from Conemaugh, Gallitzen, Lewiston and some from Huntington at the recent public installation. Some from the city were not present for various reasons.

MARY McCURDY.

Altoona Penn.



#### Editor Railway Conductor:

If the watchful Sisters who eagerly scan the columns of letters in our welcome CONDUCTOR, are looking for a new name from Auxiliary 93 at the bottom of this, I am sorry to say at the outset, be prepared for disappointment, but through no fault of mine. We wish a happy and prosperous new year, and may the golden chord be passed along and encircle the years and souls of this twentieth century. I come bearing good will to all and certainly with pleasure introducing to you our officers of the chair which were duly elected on December 4: Pres., Mrs. Henry White; V.-P., Mrs. Henry Eaton; S. and T., Mrs. C. R. Conant; S. S., Mrs. E. C. Woodbury; J. S., Mrs. Fred Barker; Guard, Mrs. Geo. Hackett; Ex. Com., Mrs. Walter Kenniston, Ch'm, Mrs. L. C. Flanders, Mrs. John White; Ins. Agt., Mrs. F. O. Brown; Musician, Mrs. A. B. Cole; Correspondent, Mrs. L. C. Flanders. This meeting was very animated in all its details, and concluded with a social at Sister Cole's in the evening, which,

by cordial invitation, brought together an appreciative band of Brothers and Sisters who did justice to tempting refreshments daintily served. Music lent its charms to our soul's higher nature, and thus many expressions of an enjoyable time were left with our entertainers as we said good night, and took our departure, this being a gratifying reminder of the beginning of a series of just such socials, Sister Brown keeping pace by throwing open her doors two weeks later to all who could might enter. This number two showed no decrease in vim or lack of entertainment in song, mirth or delicacies. The next one who will entertain in two weeks will be our Past President, Sister Arthur Head. She has just retired from the chair, having closed a successful year—always punctual in discharge of duties, and with voice and act upholding the lofty principles of our Order. We met for installation, Tuesday, on the opening of the new year and birth of new century. Twenty members, with good resolutions written upon their countenances, exchanged greetings and carried out peacefully the orders of the day. Sister F. O. Brown installed and Sister Head acted as Marshal. We regretted the unavoidable absence of our faithful S. and T., Sister Conant, who is quite ill. Sister Barker's resignation as J. S., was tendered and a sigh escaped our lips. However, Sister Sweatland kindly takes that chair again, to the pleasure of all, she being tried and true. The hands on the clock now pointed to the noon hour and we found our committee of three B's, with combined assistance, had laid a most toothsome dinner in adjoining dining-room, this being a new feature to be indulged in every meeting day, which is a want long felt, we fear, by our members who exert themselves to come a long way by train. Dinner over we were in trim condition to install. We closed at 3 p. m., making arrangements for giving a supper to our Brothers on Friday eve, next, previous to opening meeting. We gave one last month, which proves a good thing, strengthening family ties, so to speak, of L. A. to O. R. C. Who can tell our advance in the twentieth century, estimating by the strides taken in the nineteenth?

Concord, N. H.                      MRS. L. C. FLANDERS.

3

#### Editor Railway Conductor:

We have just had our installation of officers for 1901. What a glorious evening we spent with the conductors and their families!—a real family reunion and watch meeting, as it was New Year's eve. There were about fifteen conductors present and regret there were not more, as all that were present had a glorious good time and I am sure will not forget it very soon. What a jubilee they had in sending the old century out and ringing the new century in. Our ex-President, Sister Inis Hood, was our installing officer and performed her work well. Our President for the past year, Sister Josie Tremblay, was presented with a handsome China pie set, as a token of love and esteem, Brother Swab being the honored one to make the presentation speech, which was responded to with feeling by Sister Tremblay. Our new President for the ensuing year, Sister Bell Clemons, took her chair gracefully and I am sure will fill it well. Our Auxiliary is not large in number, but hope to increase our membership the present year. After

installation we had a short entertainment and then all adjourned to the banquet hall where a bountiful spread was served by the committee. And now comes the conductor's part in getting all the musical instruments available ready for a grand send off of the old year, which I assure you they did their best. May God be with us in the new and guide our every undertaking. Brothers try and attend the meetings and make your Division interesting, and save a little money to keep up your assessments, for we know not what a day may bring forth.

It came as a scrap of paper, yet it bound up a broken heart; it keeps with mother the children, which otherwise must part, and cheered a lonely heart; it paid off a little mortgage and prepared a home for the future, from which we never shall part, and gave the widow a little start.

Sacramento, Cal.

KATIE BREEDER.

Q

#### Editor Railway Conductor:

Division 116, thinking no doubt that a poor correspondent was better than none, has concluded to give the old one another trial. We have received three new members and have two to initiate at the next meeting and an application to ballot on. And while we have not made such advance numerically as we desired, in every other respect our Division begins the new year stronger than ever before. We are unfortunate in that there are so many of our members non-residents and we have lost three this past year, making seven non-resident members, which materially depletes our working force. Sister Judd, one of the most untiring and faithful since our organization, moved to Manchester, Kansas, from which place Brother Judd has a run to Barnard. Sister Saunders has gone to Chillicothe, Ill., where her husband is trainmaster. Sister Whitford has gone to East Las Vegas, N. M., on account of Brother Whitford's health, which we are all pleased to hear is improving. I bespeak a welcome for Sister Whitford from Division 147. She is a true and loyal Sister.

Our Division celebrated our third anniversary the 22nd of November with a social at our hall; and while but few of our Brothers were in to participate in the festivities of the evening we had a very enjoyable time. Two of our Sisters have been unable on account of ill health, to attend the meetings for the past year, but both are very much improved and we trust will soon be able to attend the meetings regularly. Our socials which we began holding on the alternate Fridays with our meeting days, were discontinued during the busy time before the holidays, but have been resumed and the Sisters were entertained Thursday, the 10th, at the home of Sister Kitching. Though the day was very inclement there was a fair attendance and a most delightful time repaid those who had braved the cold. We are very busy trying to raise the necessary funds to send our delegate to the convention.

Our election of officers was held Dec. 7, with the following results: Pres., Mrs. James Ferguson; V. P., Mrs. E. R. McLaughlin; S. and T., Mrs. John McCabe; S. S., Mrs. I. W. Rees; J. S., Mrs. Wm McNeil; Guard, Mrs. George Roach; Ex. Com Mrs. J. J. Cash, Mrs. F. K. Sawyer, and Mrs. D. C. Conway; Delegate, Mrs. John McCabe; Alternate

Mrs. I. W. Rees; Correspondent, Mrs. J. J. Cash. The Brothers of No. 11 invited us to hold a joint installation, and the installation took place the evening of January 3d. After the installation a social was participated in by the members and guests. Dancing, games and conversation made the time fly all too quickly. At 11 o'clock an elegant banquet was served in the hall. Brief speeches were made by a number of the members of each organization at the close of the banquet, and a strong feeling of good comradeship was manifest in every sentence. A determination to not limit such meetings to the time of installation, was the result of the very pleasant evening. CORRESPONDENT.

Newton, Kansas.



#### Editor Railway Conductor:

The past year has been to us both of joys and sorrow. To the home of Sister Johnson a bright, beautiful, brown eyed little daughter, which is a joy to its loving parents; to Sister Saunders, a fine laughing, blue eyed boy. Brother Saunders says it is the only boy in town. Sister Volder's little daughter can almost sit alone. Here is happiness. To other homes have been sorrows. God grant this beautiful new year will not allow that grim reaper, death, to enter our beloved circle. Am I selfish in expressing this? I do not wish to be, but it is one of the laws of nature to care for our own first. We have lost, by removal to distant cities, Sister Fred Harris to Salt Lake City, Sister Purcell to New Mexico, Sister Goodman to Bridgeporte, Texas, (Sister Goodman, however, can occasionally attend meetings, as she is only 40 miles away). Sister Haddix has moved to our city, and we have a pleasure in store, for Sister Haddix is a most active member. Many new members have been added in the past year. Among the last were Sisters Evans and Payne, of Texarkana, Ark.

Auxiliary 106 has a splendid field for work, as Fort Worth is one of the best railroad centers in the "Lone Star" state. Sisters, let us pledge our best efforts to assist in every way to increase our membership and build up our Auxiliary, and keep in touch with its principles. In the beginning of the new century it remains with us to accomplish much good in trying to uplift and encourage those who have met with disappointment and life's sorrows, and let us ever bear in mind that divine guidance is ours if we only ask it in earnest prayer. Sisters Brown, Foote and Hope, I am surely grateful to you for your kindly expressions. You know that which the heart feels most the lips often express, although we receive censure oftentimes for so doing.

January 16 Auxiliary 106 responded to the invitation extended to them by the Brothers of Division 57 for joint installation in their hall. Many friends and members of both Divisions were mingling together. First was a musical program, also songs and reading by some of Fort Worth's best talent. The little ten year old son of Brother Conwright deserves especial mention for the manner in which he sang for us and played his own accompaniments on piano. Sisters Purcell and Conlisk were the committee on program, and certainly deserve much credit for their work. After program had been rendered the Brothers of 57 insisted, as Auxiliary 106 were their guests, that our officers should

be first installed, which we did. The musician for installation was our Chief Conductor's daughter, Miss Vesta Starling; installing officer, Sister Ingraham; marshal, Sister Conlisk.

Pres., Mrs. W. R. Bell; V.-P., Mrs. J. A. Starling; S. and T., Mrs. Ree Alvord; S. S., Mrs. J. Briton, (fourth term); J. S., Mrs. Conway; Ex. Com., Mrs. M. S. Bogert, Mrs. C. H. Lane and Ada Richards; Guard, Mrs. W. Foster; Correspondent, Sub. Ins. Agent and Delegate, Mrs. F. A. Ingraham; Alternate, Mrs. J. R. McLeod; Link Work Officers appointed, Sisters McLeod, Dawson, Ford and Lane; Musician, Mrs. Suite. More music. Then Division 57 installed their officers. I cannot give a correct account of their names and stations, and I might be trespassing on another's right. However, every detail was beautifully carried out by them, and our many friends were seemingly well pleased, especially when the Brothers of Division 57 presented all with a plate of delicious ice cream and cake. We, as an Auxiliary, feel deeply the esteem and friendship extended us by our Brothers of Division 57, and as time rolls on our hope is that the "tie that binds" may be cemented more closely by loyalty to each Sister and Brother, and be of a lifetime duration. Brothers of Division 57, accept our gratitude in all things, for we appreciate your generosity to us. I find words cannot express how deeply I feel the honor you have conferred, and my only expression is, I reciprocate with a heart full of love and esteem for each of you. Your work is done beautifully.

We feel justly proud of our Order, and look forward to a most full harvest the coming year, for our officers are energetic, whole souled, earnest women, and will exert their best influence for the good of all connected with us. Sister Willis, we read your beautiful tribute to our Orders, and truly hope it will be our pleasure to greet you in our midst very soon. Sister Scully has returned to us after several months in the northern states; welcome home, Sister. In assuming the duties of correspondent I will give you my best efforts to express your sentiments. With love to all and best wishes for the success of the O. R. C. and Auxiliaries.

MRS. F. A. INGRAHAM.

Ft. Worth, Tex.



#### ANNUAL REPORT

BENEFICIARY ASSOCIATION L. A. TO O. R. C.,

December 31, 1900.

Assessments Received.....	\$1232 50	
Received for Policies.....	66 75	
Received for Supplies.....	5 25	
Balance.....	1213 24	\$2577 74
Disbursements.....		813 32
Balance.....		\$1764 42

#### DISBURSEMENTS.

Claims from Benefit Department.....	\$600 00
Salary and Printing for Ex. Fund.....	154 00
Local Expense.....	59 32
	\$813 32

Policies Issued, 89; Policies Dropped, 29; Members Deceased, 3; Double Policyholders, 41—82 Policies; Single Policyholders, 376—458.

Membership, Dec. 31, 1900, 458.

Membership, Dec. 31, 1899, 427—increase of 31.

MADGE E. SEWELL,  
Gen. Sec. and Treas.

**Editor Railway Conductor:**

Auxiliary 26 started out upon a new year and the 20th century, and I hope we may have a prosperous year. We have elected and installed our new officers. They are: Pres., Mrs. John Burns; V.-P., Mrs. Ella Jewett; S. and T., Mrs. Mary Moulton; S. S., Mrs. Ama McCowen; J. S., Mrs. Geo. Nolen; Guard, Mrs. Lillie Shelton; Ex. Com., Mrs. Barnett, Mrs. L. C. Arthur, Mrs. R. W. Pierce; Correspondent, Mrs. F. Barhyte; Musician, Mrs. Geo. Farrer; Delegate, Mrs. L. C. Arthur; Alternate, Mrs. F. Barhyte. Our President appointed the link work members as follows: Banner Bearer, Mrs. Gage; Charity, Mrs. Pierce; Truth, Mrs. Hammond; Friendship, Mrs. Arthur.

Our Grand President visited us on the 11th of January. As it was not our regular meeting day we had a special meeting. It being a very stormy day we did not have a very big turn out. We had five visitors from Auxiliary 1. We had a good meeting and we all enjoyed our Grand President being with us. After meeting closed Sister Arthur very kindly invited us all to her home, where a very nice lunch was served which we all enjoyed very much. At 9 o'clock all departed for our homes. On Thursday eve, Jan. 17, the Sisters and Brothers and children (about thirty in all), gave Brother and Sister Barhyte a surprise. They arrived about 7:30 with baskets and bundles—am afraid they would have fared rather slim if they had not brought their lunch with them, as it was a complete surprise. When they seated us down to the lovely lunch they had spread, they presented me with a set of solid silver teaspoons. It was such a surprise to me I could not say anything. I always lack words at such a time, and I trust the Sisters and Brothers will not think because I could not say anything it was not that I do not appreciate them. I want to thank them all very much, for I do not feel as though I was worthy of them. I shall always look back on the eve of January 17 as a very happy one. It was a very stormy night, but all was bright and happy within. I think these happy little gatherings do us all good.

Collinwood, O.

Mrs. LUCIE BARHYTE.

**Editor Railway Conductor:**

We are again at the threshold of a new year, and may God grant that it will be a happy year for each one of us. The Sisters that have been fortunate enough to have their loved ones spared them through the past year, should lift their voices in prayer to our wise and almighty Father who doeth all things well.

Our Auxiliary has prospered during the past year, having gained several new members. Mrs. Wolcott entertained the Auxiliary at her home in January, which was very successful, indeed, and netted us a neat little sum. Sister Wolcott, assisted by her daughters, proved royal entertainers. At our meeting in December we elected the following officers: Pres., Mrs. J. B. Howland; V.-P., Mrs. H. L. McGinn; S. and T., Mrs. J. J. Duffy; S. S., Mrs. R. G. Shingle; J. S., Mrs. W. E. Storey; Guard, Mrs. A. J. Walsh; Delegate, Mrs. H. L. Vining; Alternate, Mrs. S. H. Becker; Correspondent, Mrs. H. L. Vining; Musician, Mrs. C. S. Fitz. On January 9, Mrs. W. P. Ogden, assisted by Mrs. C. E. Ragon, both of Denver, Colo., installed the

officers, and we enjoyed their visit very much. Come again, Sisters. Now just a word about woman's influence: Women stand in the highest places, socially, morally and commercially. They have been plucked from the mud by delicate fingers and washed clean by the hottest tears that ever bubbled in the human heart. The hand that rocks the cradle rules the world, is an everlasting truth and one that gives the world hope for a grander development than it has even dared to picture in its dreams. And woman can never hope to reach a sphere of influence that will equal the one she occupies as the mold of human character. The destiny of the world is in her keeping; all the patriotism and all the treason that may bless or disfigure a half a century hence, are possibly wrapped in the cradles of today. Mothers, your responsibility is great, but nature has fitted you to leave it.

CORRESPONDENT.

Cheyenne, Wyo.

**Editor Railway Conductor:**

Although you have not heard from Auxiliary 40 through the CONDUCTOR very often, we feel we have been working and keeping alive to all that was going on. If any of us can look back over the year just passed and see wherein they could have been more faithful to the Order may they be fully determined to do more in the new year which is now before us. At our meeting Jan. 3rd the following officers were installed: Pres., Mrs. Clark; V. P., Mrs. Florin; S. & T., Mrs. Beck; J. S., Mrs. Mowing; S. S., Mrs. Hotchkiss; Guard, Mrs. Morgan; Ex. Com., Mrs. Gallett, Mrs. Bromley, Mrs. Chase. I can hear all Sisters say our Auxiliary must surely prosper with Sister Clark as our president. This is true. She will be ever ready to do for the good of the Order; but how much can she do without our help? We all know she solicits our aid, so let us resolve, everyone, that no matter what she may undertake during the coming year, let her ever feel the assurance that she will be supported by every one of the members to carry on the good work as she may direct, and make an extra effort to attend all meetings, for I am sure no one thing will give her greater encouragement than when she comes into the Auxiliary room and finds but very few if any of the Sisters absent. Some may form the opinion that I wish them to neglect their home duties to attend the meetings, but not so. Home comes first and church and societies rank second. But I do think there are some of the Sisters who might attend the meetings more regularly if a little effort were made in that direction. Try it and see if you are not well paid for your effort in getting out to the meetings. If you but stop to think of the noble Order to which you have pledged your support, you cannot but feel you have a work to do.

We presented our ex-president with a very pretty fruit dish and berry spoon as a token of remembrance of her good work for and among us the past year. She fully appreciated the gift, but was so completely surprised she was almost speechless for a time, but we know the heart speaks when the tongue can not. We balloted for a candidate at our last meeting. Hope we may add new members each month this year. We are glad for this initiation for it not only means one

more member to our Auxiliary, but brings into use our fine new banner we have not had the occasion to use heretofore. Trusting that all the Sisters who have been installed into office will greet us each meeting of the coming year. I wish all Sister Auxiliaries a prosperous year.

Buffalo, N. Y.

Mrs. E. B. MATTESON.

Editor Railway Conductor.

Auxiliary No. 1 had a delightful time at our meeting, January 10, 1901. It was installation day and, of course, a good number turned out. We had our Grand President with us, which delighted us. After the opening exercises we had the pleasure of listening to a very instructive address which will make us take hold with a will to do all we can for the good of the Auxiliary. She urges the sisters to each bring one new member. Now, we can all try, that will be one point. Let more of us turn out to meetings then our President will have done us some good. She is a noble woman at the head of a noble work. She gave a talk on insurance, I think like her. Why don't more of the sisters insure? Don't leave the burden all on our husbands. If the sad moment comes to us, and it may some day, we know not when, every little helps. I think if we would all live up to the obligation we take at the altar we would be better wives and sisters for is it not a pledge of honor? Then let us show our love for one another and forgive as we would be forgiven and scatter flowers and sunshine as we go.

As to the inspection we went through it with her help. In practicing the initiation it was necessary to make some corrections. Sisters Pennell, Fullam, Sylvester and Carroll were put through the link work, then came the ballot. As a final in that she advised the practice of some part of the work at each meeting so as to be ready when called upon. The meeting was near a close when Sister Sylvester, in a neat little speech, presented our Grand President with a beautiful bouquet of flowers, and our Past President, Sister Lahiff, with a case of handsome silver tea spoons for the noble work she did. She was the right one in the right place and worked hard to make our Order the best. Sister

Carroll was also presented with the same kind of tea spoons and all went home happy to meet in the evening at Sister Fullam's at a reception given in honor of Sister Moore. There were music and games, then last but not least, we were served with light refreshments. All left for their homes happy with good night to all.

MEMBER.

Cleveland, O.

Editor Railway Conductor:

Since the last election of officers of No. 142, L. A. to O. R. C., it becomes my pleasant duty to act as correspondent for this year. The January CONDUCTOR has made its appearance. I always hail it with delight and read it through. We meet, as it were, on its pages, familiar faces, but I am at a loss to know why we hear so little of Auxiliary No. 125. Considering the large number of gifted talkers and able writers, surely they should be heard from oftener. We are sorry to know that we will soon lose Sister Goodno. She was our worthy scribe last year and I feel sure her absence will be duly noticed by all who peruse this. We are all rejoicing with Brother and Sister Blausett over the arrival of a new conductor at their home. Our Auxiliary is in a flourishing condition and our goat is doing overtime at every meeting on account of the many now seeking admittance. Four petitions to hear from next meeting day; how is that for a good start in the new century? We served supper on the night of the 23d at the ball given by the G. I. A. to the B. L. E. and cleared a neat sum.

The officers for the ensuing year are: Pres., Mrs. Ben Cook; V. P., Mrs. Chas. House; S. and T., Mrs. Genette Elliott; S. S., Mrs. R. Bearden; J. S., Mrs. Mrs. C. C. Brace; Guard, Mrs. M. Lothouse; Ex. Com. Mrs. E. O. Davis, Mrs. Case and Mrs. A. J. Shook; Musician, Mrs. R. M. Smith; Delegate, Mrs. Genette Elliott; Alternate, Mrs. C. C. Brace; Charity, Mrs. Chas. Thompson; Truth, Mrs. Ed Hughes; Friendship, Mrs. L. B. Wood; Banner Bearer, Mrs. T. J. Moore.

Mrs. E. A. HUGHES.

Springfield, Mo.

## O, TEXAS LAND.

We've reached the land of drouth and heat  
Where nothing grows for us to eat;  
Where the wind doth blow a scorching heat—  
O, Texas Land is hard to beat.

O, Land, sweet Texas Land!  
Upon thy burning sands we stand  
And look away across the plains  
And wonder why it never rains;  
Old Gabriel blows his trump and sound  
And says the rain has gone around.

We have no wheat, we have no oats;  
We have no corn to feed our shoats.  
Our chickens are too poor to eat.  
Our pigs go squealing through the street.

Our horses are an important race—  
Starvation stares them in the face.  
We do not live, we only stay;  
We are too poor to get away.

ANONYMOUS.





No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

I have been for years a reader of the different plans and propositions submitted through the Fraternal columns for the relief of the incapacitated or unemployed, and have so far failed to be impressed with the feasibility or success of any of them. And I believe that their warmest advocates are willing to admit that most of them are either experiments or makeshifts. When some good Brother eloquently advocates the appropriating money or levying of assessments for the purchase of a home or farm, or establishing a pension, my mind naturally reverts to a question which will not down, is the Order of Railway Conductors, and for that matter, all of the railway organizations preeminently business institutions, or, in other words, do they or can they put charity or philanthropy ahead of plain, practical business? I remember only too well when an attempt was made at the last Grand Division to appropriate part of the surplus funds of the Order toward creating the reserve fund of the Mutual Benefit Department—even after it had been decided that the fund should be enacted—that the proposition fell flat on the table without a single champion except myself. All who were present at that Grand Division remember the many eloquent pleas for justice and charity made in behalf of the afflicted Brothers, whose cases were on appeal from the decision of the Insurance Committee. They also remember the very practical manner in which these cases were disposed of.

Everyone in close touch with the general membership knows from actual evidence and experience the fault finding and criticism which follows every increase in personal expense of the members; therefore, knowing these things, it is my emphatic belief that any plan which entails the appropriation of funds on hand or the levying of additional assessments which does not carry with it participation in the benefit for every member is foredoomed. Believing this to be true, and at the same time alive to the necessity of meeting conditions which are confronting the railroad organizations along similar lines, I would like to see the intellect and energy of the Brothers directed toward a wise solution of the so-called pension and voluntary relief associations which are constantly being formed (in the eastern country at least) until it will soon be the rule, rather than the exception, for each system of railroad to insure and pension (?) that is, according to their own plan, their employees. I do not pretend to be an author-

ity on this subject, but believe it to be of sufficient gravity to demand our most careful attention and consideration. The first thing to be considered is the plan on which they are formed. If, as I understand it, employees are compelled to contribute to those funds in order to be eligible to participate in their benefits, and at the same time the loss or forfeiture of employment carries with it loss or forfeiture of right to benefits without regards to willingness to retain membership, there is no need of further investigation as to whether or not the principle on which they are founded is just. If unjust they should be remedied. Now then, if we really desire a plan of relief or pension, call it what you will, it is our duty to try to formulate a plan that will be just and equitable, and which will not be a menace or restraint to the perpetuity of our Order, and one which will place the burden of expense where it rightfully belongs, viz: on the general population of the country. Let those who are incredulous of success in perfecting and carrying out such a plan scan the history of accident insurance and employees' pension in Germany and other European countries they will find that what would be called paternalism or demagogism here at present has been for years the law of the land in countries which are popularly supposed to be behind the times. While it is not my intention to at this time attempt to outline or demonstrate a plan I will try to outline the fundamental principles on which I believe it should be based and will at the same time frankly confess that they are not original, being taken mostly from ideas suggested by the German plan, and while this plan encompasses all grades, classes and conditions of employment, I will for the present confine myself to railroads. The first principle is, place the burden of proof on the employer, thereby inverting the present method, or in other words instead of the victim or his dependents having to prove the justice of his claim compel the corporation to prove the injustice of it. Second, inaugurate a fixed annuity or indemnity for designated injuries, disabilities or death, and third, compel general participation in expense of all corporations engaged in similar business through an equitable system of pro rata charges or assessments. This would result in an equalized fixed charge on the corporation which would ultimately be sifted to the general populace. It would not be the enormous expense it at first appears as it would result in wiping out the army of lawyers

and the mass of legislation which is at present a serious drain on the corporations. And I believe if rightly presented would not meet with as much opposition from this source as we might apprehend. I also believe that it would not have the same tendency as the so-called voluntary relief association to discourage the propagation of organized labor. I trust that any of the Brothers who are interested in this matter will carefully peruse the appendix to the seventeenth annual report of the New York State Bureau of Labor Statistics, particularly that part relating to accident insurance in Germany. Some of the conditions which the Brothers who are advocating the establishment of a farm, home, pension, etc., out of the funds and revenue of the Order fail to give proper weight or consideration are the proportion of men in the railway service who under the present conditions become incapacitated or unable to obtain re-employment on account of age or disability is perhaps greater than in any other business, and allowing for the dishonest or slothful contingent would increase the cost of retaining membership in the Order to such an extent that many of our members who now perhaps find difficulty in making both ends meet would either have to drop out or shift from a contributing to a beneficiary member. And, again, it would be just as reasonable to compel the able-bodied soldiers in our army to contribute the millions required for pensions as to compel the general membership of the railway organizations to contribute the necessary amount to pension those incapacitated by age, disability, or inability to obtain employment. I believe that if it can be shown that the general membership wants a pension plan established, that there is sufficient talent in the Grand Division to formulate a plan that will meet with the support and approval of our sister orders, and if they can accomplish this then let them devote the united energy of all the organized bodies toward enacting it into the law of the land instead of the constitution of the Order.

What we have done and what we can do was never more forcibly impressed on my mind than at our lunch or banquet following our installation of officers January 6. We were fortunate enough to have with us Brothers Chapman, Jackman, Keefe, and several visiting Brothers, and we of the younger generation were given a history of the inception, growth and struggles of the Order, which I hope and believe made a lasting impression on every one of us. Brother Chapman, who our Division has always been proud to claim as a member, most ably contrasted the conditions of our Order and Division from the organization of our Division in 1872 to the present time, showing while it had been a continual struggle we were always advancing. And the whole secret of this advance must be attributed to individual effort. Therefore, let us remember and try to impress on our associates, the fact that our organization is and will be just what the members themselves make it. Let us not feel that there is nothing more to be done; rather let us resolve that each individual member will feel it incumbent on him to use his best efforts to advance the usefulness and influence of the Order so that we can say to and for those who have made this organization

what it already is: We will give a good account of our stewardship. Remember, neither the individual or the organization can stand still. You must go either backward or forward, and to succeed you must deserve success. Let us try to deserve it.

Buffalo, N. Y.

J. L.



Editor Railway Conductor:

The problem of how to provide a home for disabled and aged ex-conductors may easily be solved without any single person being any the poorer for his share in providing the necessary funds to maintain, not only the disabled and aged conductors, but his family as well, for the means to be used for his betterment apply with equal force to the L. A. to O. R. C. There is an old adage that what is good for the gander is good for the goose and goslings. There are 406 Divisions in the O. R. C. and 156 Divisions L. A. to O. R. C. Let us suppose there is one conductor, conductor's wife or widow, or orphan children to each Division to be cared for in the home by raising a permanent endowment fund. How? Easy as rolling off a log. Each Division of O. R. C. and L. A. to O. R. C. shall appoint a committee of three on entertainment. Said committee shall appoint a suitable day each year to be called Conductors' Endowment or Home Fete Day, upon which shall be a grand ball, bazaar, lecture or social function of some kind, picnic or supper, etc. Tickets of invitation issued with coupon stating the object, with price, 25 cents, 50 cents, \$1.00, etc. These tickets to be distributed to members of the Order to be disposed of in advance, a sufficient number to be sold to cover all expenses and to realize the sum of \$40 net. With this sum the committee will insure the life of some one member of the Division in one of the old line companies of insurance on the endowment plan, or otherwise, for \$1,000, made payable to the Conductors' Home trustees. Now, suppose 500 out of the 556 Divisions insure one member, what will the result be? According to the insurance tables of mortality there would be 165 deaths in that 500 within 20 years. Thus there would be guaranteed to be paid to the trustees of the home an average income of \$8,250 per year. At the end of 20 years, the 335 persons still living would be entitled to matured policies amounting to \$340,810. The plan means that the home would have an income of \$8,150 a year, and at the end of the 20 years the 335 persons still living would be entitled to the amount of \$340,810 endowment, which would be paid to the trustees of the Conductors' Home, the persons insured having no personal interest whatever in the insurance policy. In the event of the death of any one of the individuals so insured, another person would be insured so that the number would be undiminished, and the annual income would remain the same.

Now, Brother W. H. Ingram, St. Thomas Division 13, as you are "it" on the insurance questions, I leave this proposition for you to figure out the details of this plan to endow the Conductors' Home. However, I am still of the opinion that Brother Osborn's plan for an industrial home is the best, as being the quickest to realize with certain success at the start, and has no humiliating conditions in it. It would be a rare case where a conductor, or his wife, or widow, or orphans could not make

themselves useful in some capacity in such an institution. Read his letter in THE CONDUCTOR for November, 1900, pages 806 and 807, discuss these matters thoroughly in your Division meetings and endeavor to arrive at some definite conclusion, and then instruct your delegates to the St. Paul convention in May to use all legitimate means to have the convention do something for the aged and disabled conductors, their wives, widows and orphans; for whatever you do for the least one of these, the same shall be dealt to you and yours in the time to come. Start the 20th century right, with the determination to improve the condition of the Order and everyone connected with it. I hope to have the pleasure of meeting with you in

head, and I was named to fill the office again. I have promised to do so without expense to the Division, and I feel certain that the Brothers will appreciate this generosity, even if they do wonder where I get all my money from. It may be a relief to some if they understand that I live near the treasury department.

Our recent election passed with the following result: L. F. Gooding, C. C.; G. E. Parker, A. C. C.; G. W. Grantier, S. and T.; J. R. Bentley, S. C.; Jas. Corwin, J. C.; Thos. Lynch, I. S.; J. N. Collins, O. S.; G. W. Grantier, Cipher Correspondent; L. L. Beckwith, Division Correspondent; J. A. Rothwell, Delegate to Grand Division; Thos. Lynch, Alternate; C. A. Wood, Legislative Committeeman; P.



1. J. J. Rooney, S. C., Div. 332.
2. J. C. Berry, Div. 332.
3. F. H. Mickelwait, Div. 358.
4. J. E. Jordon, I. S., Div. 332.
5. W. H. Virgin, O. S., Div. 332.

6. J. A. Webb, Div. 332.
7. J. M. Birdsong, Ch'm L. Com., 332.
8. W. H. Crawshaw, J. C. Div. 332.
9. B. F. Harrington, Div. 332.
10. C. M. Laws, C. C., Div. 332.

11. V. Schuller, Div. 332.
12. Wylie A. Nash, S. & T. Div. 332.
13. T. H. Campbell, A. C. C. Div. 332.
14. J. E. Ward, Div. 175.
15. R. P. Hargraves, Div. 332.

St. Paul, and imbibing a thimble full of snake bite cure with Passthevinegar. By the way, I would like to know if he still survives the last season's campaign, could also stand a little criticism from Veritas and Pamphey? Have I cheek? Well, rather! Age (67) is privileged, you know.

Titusville, Pa. CAPT. GEO. W. BARBER, SR.

Editor Railway Conductor:

I endeavored at our recent election to convince the Division that I was a bankrupt from spending so much for stationery and postage the past year, in my efforts to do my duty as correspondent, and I think I would have succeeded but for Brother Grantier, who knocked my little scheme in the

Kiernan, R. C. Ellis, F. P. McCarrick, Division Committee. Brothers C. E. Stickles and S. W. Trull having resigned from the Local Committee of Adjustment for the Erie road, Brother J. R. Bently succeeds to the chairmanship of said committee and Brothers J. H. Field and J. J. Kelly were elected to fill the vacancies. Local committee of adjustment for the Tioga division of the Erie were elected and are Chas. McCarthy, Thos. Kerwan and G. S. Richter. Number 9 has lost some members by transfer, but still have a membership of over ninety.

It is not often that we can chronicle the fact of a man having spent fifty years in railway service and still be rugged and enjoying good health, but I

have now to tell you of one, that of J. H. Post, who for a half century has been employed on the same road, now the Northern Central. He has grown up with the road, having seen its construction and development from the beginning to the present time, and as the age limit has overtaken him at seventy he is to retire and be counted on the pension list. He will be greatly missed along the line. His home was filled on the evening of December 30 by his friends in the train service, and a very happy hour was spent with Jim and his family. A very easy and comfortable chair and other things to comfort him in his retiring and reclining years were presented him, and on this occasion was the only time that Uncle Jim could not speak for himself, but as actions speak louder than words, all present know how he felt and how he will appreciate them in the years before him, which all will wish may be many and full of happiness for one who counts no enemies, but all as friends.

Elmira, N. Y.

L. L. BECKWITH.



#### Editor Railway Conductor:

Division 32 elected the following officers for 1901: T. B. Hewett, C. C.; John Eckert, A. C. C.; S. Purple, S. and T.; William Hendry, S. C.; Henry Yocum, J. C.; D. G. Lyons, I. G.; M. Haugh, O. G.; M. Haugh, Delegate to the Grand Division, and in electing him the Brothers made no mistake, for we feel assured that they have selected one that will work for and represent his Division and the Order in general, in an honorable manner. We are satisfied that Division 32 has as fine a staff of officers as ever occupied the chairs of the Division. If our Division don't prosper it will not be the fault of its officers. Brothers, it is your duty to turn out and assist them in the discharge of their duty; but a great many of the Brothers seem to think they have performed their duty when they attend the meeting of election, and let the Division get along the remainder of the year as best it can. This should not be the case for we all owe a duty to our Order, and how much more encouraging to the officers in the discharge of their duty, to have a good attendance than merely a quorum. In unity is strength.

The officers were installed by Past Chief Conductor David Barrckman, who, when one of our members, was a faithful worker. We miss his able counsel and kind words, but he is always a welcome visitor in Division 32. P. W. EGAN.  
Meadville, Pa.



#### Editor Railway Conductor:

Although rarely heard from in the columns of THE CONDUCTOR, Division 24 is very much alive and is getting its full share of the prosperity which the "full dinner pail" typifies.

The Division is to be congratulated upon the good judgment it has shown in its choice of officers for the ensuing year. The following were elected: N. Stewart, C. C.; H. L. Lampman, A. C. C.; J. B. Wiley, S. and T.; T. F. Cully, S. C.; A. E. Spaulding, J. C.; William Manchester, I. S.; H. A. Dunbar, O. S.; Finance Committee, J. A. Sturtevant, J. C. Hurley, J. C. White.; Local Committee, H. A. Dunbar, J. A. Sturtevant, J. E. Maun, Delegate, H. A. Dunbar; Alternate, Clark Remington.

The election of Brother Stewart to the respon-

sible office of Chief Conductor should not pass without a word. Brother Stewart is one of the oldest members of the Division and has always proved himself loyal to the best interests of the Order. His election is a fitting recognition of his sterling worth. Brother Wiley's unanimous re-election as Secretary and Treasurer, an office which he has held for the past twelve years, speaks for itself.

During the first week in January, Division 24 held another of the fairs for which it has attained an enviable local reputation. It was a success in every way and netted a large sum to be used for the relief of sick and disabled members. One thousand tickets were sold. Much credit is due the energetic committee. Business on the Central Vermont is booming and all the boys are getting in good time. Freight is heavy and the year 1900 was a record breaker in the history of the system's passenger traffic. The changes among the officials which began when the new management took the road, continue frequent. Division 24 is proud that one of its members, Brother John Keefe, has been promoted from the ranks to be trainmaster, with headquarters in this city, in place of E. D. Nash, who has been transferred to the southern division. Brother Keefe is receiving congratulations on all hands and every conductor wishes him the success he deserves. Mr. W. H. Chaffer, well known to all the railroad boys, has been made clerk and treasurer of the company to succeed Mr. R. H. Ingram, who goes to the Southern Pacific with Mr. Charles M. Hays. Brother Joseph Bascomb's many friends are glad to see him recovered from the serious accident with which he recently met. A sudden motion of the train threw him against a lamp in his caboose. The broken glass cut his neck so severely that he was confined to the house for several weeks. St. Albans, the prettiest city in Vermont, shares in the Central Vermont's prosperity. With an electric road to the Bay and Swanton already begun and a splendid new hotel promised in the near future, the Brothers here are thinking that in selecting a place for the convention of 1903 the Grand Division should take into consideration this beautiful city, nestled by the side of historic Lake Champlain, in the midst of the most magnificent scenery, the true Switzerland of America.

And now a bit of advice as to attendance at meetings. Don't wait until you need the Order's help before making the acquaintance of the inside of the Division room. If you receive benefit from the Order, you certainly should give it your support by being regularly at the meetings. Start the first year of the new century right and let there be fewer absentees. BELLEVUE.

St. Albans, Vt.



#### Editor Railway Conductor:

At the recent election of officers Division 330 made some few changes in its official directory. Brother E. R. Thorpe was again elected C. C. for the fifth time and has represented this Division three times at conventions. Brother M. B. Hollis was elected Secretary for the sixth time, which speaks very highly for these two gentlemen. Brother W. H. Allen, one of the young members of the Order, was elected A. C. C., which speaks well for Brother Allen. Our delegate this year is

Brother H. H. Bryan, and Brother H. A. Smith as alternate. Both are hustlers and good members. Not being present on election day, am not posted as to the other offices, and not being present, probably accounts for my being elected to the soft snap (?) of correspondent. Boys, if you had left it to me I could have chosen better for you. I have just finished reading a letter in THE CONDUCTOR from Brother O. L. Rolfe, now in Mexico, formerly of the "Q". I knew him when I was working out of Beardstown on the old O. & M. We were also in Boston together in B. R. T. convention of '93. Brother Rolfe will be glad to know that W. W. Perkins, formerly from the C. B. & Q., is located here and is a member of the Order and running a train here and married and living happy. Now I would like to ask the members of Division 339, are you familiar with sections 79 and 53 of the Statute? If you are not, don't fail to read them. There is only one way to have a successful Division and that is to attend the meetings. If you have any kicking to do, come to Division room and do it and help to make it better. Let us all try and do better in 1901. Wishing you all a Happy New Year with good health and fortune.

Washington, Ind.

R. B. INGRAHAM.

#### Editor Railway Conductor:

Division 184 has been bringing in new members all the year and we hope soon to add more to our fold. At our last meeting the following officers were elected: J. A. Capell, C. C.; W. T. Morris, A. C. C.; J. H. Durham, S. C.; W. H. Lewis, J. C.; C. E. Pugh, S. and T. Lewis, Driscoll and Buster, Division Committee. A few changes in C. & O. officers will take place the first of the year. Mr. E. C. Doyle is promoted to general manager, Mr. C. C. Walker to general superintendent, eastern division. Mr. J. W. Knapp changed from Huntington division to Richmond. Mr. J. H. Carlisle from Clifton Forge to Huntington. Our trainmaster, Mr. E. W. Grice, promoted to superintendent at Clifton Forge.

I am glad to report Brothers Baker and Durham so much improved as to soon be with us again. We deeply sympathize with Brother Roberts in the loss of his right hand by explosion of a fusee, this being the first accident of the kind we have ever known. A sad accident on the Craig Valley branch of the C. & O. From some unknown cause the engine capsized, killing engineer Wm Mosley instantly. The fireman and front brakeman received slight wounds.

I agree with Brother Lundrigan in regard to correspondence. It would be well for every conductor to write and let us get the ideas of all the members, but usually what is everyone's business is no one's business, so if we did not elect a correspondent perhaps no one would write.

Slowly, solemnly and grandly our nineteenth century passes into the everlasting past, leaving behind her many grand discoveries too numerous to mention. A marvelous increase in man's productive power, which promises continuous growth. The discovery of the wonderful power of steam, electricity and compressed air. We cannot see anything left for the twentieth century to discover, but as in all ages improvements have been,

and shall be made, and only time shall prove the strength of the coming century. But one great improvement for the present generation to make in the coming century, is to make a law providing for the unemployed order men by having a bureau at our headquarters where the names of all men out of employment shall be sent, and making an agreement with all railroad companies that to every two brakemen promoted, one man from this bureau shall be employed, each man going according to his standing on the list, first in first out. This may seem hard to the brakemen, but in time it shall as much benefit to him as to the present conductor, as all are looking forward to the day of his promotion, not thinking of the day of his discharge, perhaps through some accident he cannot blame himself for, yet he must go up, then he will appreciate that dear old bureau, where he may find employment and be able to care for those depending upon him. By making this a law our power will be seen and all conductors will be glad to come in with us and so strengthen our chain. Brakemen should have similar arrangements, so that no student should be employed while sober industrious men of experience are idle. I do not believe in employing more men than are necessary to do the work, as men are not fitted for any other business after railroading awhile. The age limit should be abolished, let a man be eligible as long as he is able to do the services required.

Clifton Forge, Va.

P. A. MCDANIEL.

#### Editor Railway Conductor:

Having been elected correspondent for THE CONDUCTOR, I suppose the boys will naturally look for a letter from me. Division 337 held their election Dec. 9. The following officers were elected: H. Lang, C. C.; T. H. Hoover, A. C. C.; G. W. Propps, S. and T.; F. R. Galloway, S. C.; J. E. Gary, J. C.; G. A. Kinnitt, I. C.; H. Carter, O. C. Division Committee: Brothers Mathews, Hoover and Galloway. H. Long, Delegate to Grand Division; G. W. Propp, Alternate; H. Long, Cipher Correspondent.

Several of our members are contemplating [a trip to St. Paul, in May, 1901.]

Our Division is prospering with fifty-five members in good standing and two applications in the hands of the committee. We are glad to say we have had no death in our Division the past year, and I hope we can say the same one year hence. Brother G. W. Wheeler has been laid up with a severe case of pneumonia. His many friends are glad to see him out again. Some of our Brothers are contemplating matrimony from all outward indication. Brother Alldridge tells me Brother Geo. W. Brashear is a regular passenger on 41 every other day, and he always gets off at the same place—Garrett Park.

H. L.

Baltimore, Md.

#### Editor Railway Conductor:

Division 334 elected and installed officers for 1901 as follows: H. L. Jordan, C. C.; J. M. Jackson, A. C. C.; A. B. Keyes, S. and T.; H. T. Vaughan, S. C.; A. R. Causey, J. C.; W. Q. Adams, I. S.; I. K. Hayes, O. S.; A. B. Keyes, Delegate; E. D. O'Bryant, Alternate, and the writer, Correspondent.

After the election the installation ceremonies were impressively performed by Brother E. D. O'Bryant, P. C. C., ably assisted by Brother H. W. White, as marshal. Fraternal rivalry for the different offices was very keen, and some of the nominating speeches as well as those of acknowledgment were witty and pleasing. And I am sure that every Brother who attended will always remember the day with pleasure, not alone as one of fraternal enjoyment, but we can look back with pride on the links we formed that connect Division 334 with a century that is passing away and one that is coming in. Most members of Division 334 are interested in changes among officials on Southern Railway, effective first of coming year. Mr. H. G. Farrar, now trainmaster, Jefferson to Austel, goes to west end of Southern R'y. as trainmaster (Jefferson to Greenville, Miss.) vice Mr. W. J. Francis, resigned. Mr. R. L. Barrett succeeds Mr. Farrar as trainmaster on east end. Mr. Barrett has been general yardmaster for the Southern at Birmingham for some time, and his promotion is well deserved. Both Mr. Farrar and Mr. Barrett are very popular with the boys; so, while the loss of the former is regretted, the advancement of the latter is pleasing. Mr. M. H. Conley succeeds Mr. Barrett as G. Y. M. at Birmingham.

HARRY T. VAUGHAN.

Avondale, Ala.



#### Editor Railway Conductor:

December 14th Division 244 held its annual election amidst an attendance of which any Division might be proud and elected the following officers: Brother M. L. Phelps was re-elected C. C. and I noticed a satisfied smile on the faces of many as they voiced his re-election by acclamation. Brother W. S. Steele was re-elected S. and T. by an unanimous vote; C. A. Gurnsey, A. C.; E. C. Heap, S. C.; E. P. Mattingly, J. C.; J. J. Fennell, I. S.; W. M. Brown, O. S.; E. M. Harner, Delegate; E. Jones Hawkins, Alternate; M. L. Phelps, Cipher Correspondent; E. P. Mattingly, Correspondent; E. M. Harner, Wm. Craig and F. W. Madison, Division Committee. In the evening we held a joint installation with our Sisters of Division 148, L. A. to O. R. C. The ladies took the floor first, Sister Emma Myles acting as installing officer, conducting the installation in a charming manner, which was highly appreciated by all present. After she concluded, Brother Phelps in a neat speech presented her with a handsome boquet in the name of Division 244. Our installation was one in name only. The ladies having witnessed our work on former occasions, we made a burlesque of it and created no end of fun and amusement. At 10 p. m. we sat down to a banquet given by the Division and royally served by Brother "Single Deck" Johnson, the genial proprietor of the Elk hotel, Colorado Springs. Don't think Division 244 isn't strictly up to date for she certainly is. Full dress suits were quite conspicuous. As we didn't possess that household luxury we hid ourselves to "Uncle Solomon's," who helps us out on just such occasions. But alas! Too late! Brother Bill Brown was just coming out the door, the last misfit under his arm and a satisfied smile on his face.

I am happy to report the return to work of Brother Wm. Craig. Brother Craig is one of the

C. M.'s most efficient passenger conductors and a gentleman anywhere you meet him. Good luck to you, Billy. Brother and Sister Ingham have quit us for the land of the Greaser and cactus and are now located in Puebla, Mexico. Better keep your eye on Bert, Sister Ingham, as Puebla is noted for its handsome Senoritas. We speak from experience. Brother Roberti, C. C. of Division 325 is at work again, after a severe attack of pneumonia.

Brother Riley Miller, who was injured December 31st at Divide is improving rapidly. Sisters of Division 148 gave a social New Year's eve at the home of Brother and Sister Warren Norvell; card playing and refreshments served to pass a very pleasant evening. "Easy" was there together with his appetite, but wasn't feeling very well. After the new century was ushered in with many kinds of noises, all departed for their homes fully satisfied that the ladies knew full well the wants of the inner man. Brother Norvell says postage stamps will be the bill of fare for the next week. Division 244 starts off the new year in a very flourishing condition. We have a nice bank account; 71 members in good standing and several in sight by transfer and initiation. Dame Rumor reports Brother F. B. Madison has been tendered the position of trainmaster of the Colorado Springs & Cripple Creek District railroad; Fred is an old and experienced mountain man, therefore the right man in the right place. Good luck and prosperity to all members of the Order. Adios. UTE.

Colorado City, Colo.



#### Editor Railway Conductor:

Division 242 has been foolish enough to appoint me correspondent. Well, Brothers, I am not going to apologize to the Division as they knew what they would get. We wish every O. R. C. Brother and his family a very prosperous and happy new year. Our Division is prospering, and while we had the misfortune to lose an esteemed friend and Brother, Harry Dreany, from actual service, we still have a worker in Brother Harry Hughes. Brother Harry Washburn is Secretary for 1901, and Harry's motto is, if a thing is worth while doing, to do it well. We expect several new members in 1901, and I am happy to say we pull together here as one family. Now, Brothers, we will sign 1901 to everything. Let us all take stock of ourselves and see how much we are doing for the great architect of the universe. Brothers, I believe there is no class of men on earth which does as much for his fellow man as the conductor. But we do not always stop to think of Him who gave everything or who can take away everything in any instant. Brothers, we do not know what moment our Heavenly Father may require us to give an account of our stewardship. Let us stop and examine ourselves. Are we doing anything in return for the gifts bestowed upon us? Remember it is manly to do right,—yes, boys, it requires mental effort, but there is a pleasure about it that can only be explained by experience. And when all we have to do is to ask for it after making up our minds. If that was all we had to do in getting a raise of salary how quick we would go for it! But our Great Paymaster of the universe, boys, will pay us according to our merits. How much pay shall we draw? Shall we hear, "well done thou good and faithful



servant," or "depart from me." Brothers, take stock. Open a new book for 1901.

We are handling just about all we can in the freight line. The boys are all doing very well, but losing lots of sleep. But one thing we should feel grateful for is the good feeling existing between officials and employes on this Division. The men do all they can and it is appreciated, which makes work easy at all times. I will try and have some news next time. Wishing every O. R. C. Brother a happy New Year.

W. J. HEWITT.

North Bay, Ont.



#### Editor Railway Conductor:

On December 23 we had our annual election of officers, with following result: C. H. Finney, C. C.; M. N. Nelson, A. C. C.; Ed Dwyer, S. and T.; Dick Scanlin, S. C.; Geo. Skinner, J. C.; Alf Bateman, I. S.; Chas. Graham, O. S. E. P. Curtis was elected delegate, legislative committeeman and to fill an unexpired term on adjustment committee; Alternate, H. Loumas; Trustees, Brothers Loumas, Skinner and Bateman, and your humble servant, correspondent. Business was quite rushing on the "Katy" (as it has been for some months) and there were many of the Brothers absent on that account. Christmas day was ushered in in a sad manner for one of our members, Brother Sam Wright, who was badly cut in a difficulty with his engineer. I do not know any of the particulars, but understand the engineer was at fault. Brother Wright was doing well at last accounts.

The "Katy" is rushing their San Antonio extension, hoping to reach San Anton by San Jacinto day (April 21), when they will run a big excursion to the "Alamo City." This extension, it is thought, will add much to the business of the M. K. & T., which means more runs and for some of the Brothers, better runs. Christmas, with its pleasant anticipations, reunions and good cheer, has come and gone and I trust it was a season of joy to every conductor and his family (if he be so blessed). With the ending of the old year (1900) ended the century. How old the world is getting, how wise. Is it any better from our having lived in it? I hope so. If not, let's make it so. Let's begin the new year and the new century with the determination to be better members of the Order than we have, and if we live up to our obligations and the teachings of the Order, the world will be better for your having lived in it. A Happy New Year. Did you ever think how much that implies?—twelve months of happiness, contentment and prosperity. That is my wish for THE CONDUCTOR and all its readers.

R. O. COOR-PENDER.

Smithville, Tex.



#### Editor Railway Conductor:

With the beginning of the new year and the new century I will try and let the readers of THE CONDUCTOR know how Division 66 is doing. The past year has been a very prosperous one. We have taken in a few new members and lost about twenty old ones, who withdrew to join Division 403. We have lost two members by death, Brother Needham and Brother Geo. Lint. We have one good old Brother who, though not in active service, takes more interest in the Division and its affairs than most of the younger Brothers who are in

train service. I refer to Brother David Pratt. He attends nearly every meeting, and I wish I could say the same for some of the others. At our meeting held December 16 the following were elected officers for 1901: F. B. Sears, C. C.; H. C. True, A. C. C.; S. S. Cahill, S. and T.; C. E. Tryon, S. C.; W. E. Cotton, J. C.; L. M. Haseltine, I. S.; L. W. Gould, O. S.; Legislative Com., S. S. Cahill; Delegate, F. B. Sears; Alternate, S. S. Cahill; Division Com., J. S. Lysaght, David Pratt and H. I. Stevenson. Our annual ball will be held at City Hall February 13 and we hope to add a few dollars to our pile from the receipts of this ball. I want to ask Brother Cleaves how he would feel if he would attend Division once in a year. Come, sonny! come and get acquainted with the new Brothers. Well, I wish every member of the Order a happy and prosperous New Year.

J. S. LYSAGHT.

Portland, Me.



#### Editor Railway Conductor:

A joint installation of officers was held in Damascus Temple last night by Rochester Division No. 8 and Division 79, Ladies Auxiliary. There was a recitation by Anna Cleary and a musical and literary program. Music was furnished by a quartette from the Y. M. C. A.

These officers were installed by the Conductors: W. H. Southwick, C. C.; E. F. Corrigan, A. C. C.; John J. Cleary, S. C.; J. D. Scott, J. C.; M. A. Nye, I. S.; J. W. Hailey, O. S.; J. O. Spellman, J. W. Roach and J. H. Welch, Division Com. The installing officers were retiring Chief Conductor P. F. Keef and Marshal J. D. Shults.

These officers were elected by the Auxiliary: Pres., Mary E. Knickerbocker; V. P., Fannie Stace; S. and T., Eva M. Connor; S. S., Della Sherwood; J. S., Mary A. Cleary; Guard, Stella Harrington; Ex. Com., Jennie A. Depew, chairman, Mrs. Smith and Mrs. Campbell; Correspondent, Eva G. Shults; Delegate to Grand Division, Nellie Cronin; Alternate, Eva G. Shults. The installing officers were: Nellie Cronin, Mary A. Roach and Ida M. Parsons.

A basket of flowers was presented to Mrs. Cronin. Luncheon was served after the exercises.

Rochester, N. Y.

REPORTER.



#### Editor Railway Conductor:

Among other duties assigned your humble servant that of Division scribe was added. Although this is not my first attempt at letter writing still I shall have to flag myself around those heavy freights loaded down to the limit with questions of insurance, adjustment, home for aged and infirm conductors, shoe factories, etc. December 11, 1900, was the date of our annual election of officers. The successful candidates were: L. F. Scott, C. C.; B. Kelly, A. C. C.; G. W. Appgar, S. and T.; Fred Wicks, S. C.; W. Colsh, J. C.; Al Ayres, I. S.; Geo. Boerckel, O. S.; B. Kelly, Delegate. I am confident the election of the above Brothers argues well for the welfare of the Division for the ensuing year, and I hope all Brothers will cheerfully co-operate in the future to further the best interests of all concerned and remember always, the Order is what the members make it. The best way for us to help each other is, first, to attend meetings regularly and thereby find out what is

going on; second, read **THE CONDUCTOR** carefully. Select such letters as appeal most strongly to your fraternal instincts and write out such suggestions as you deem advisable and timely, and if not enough for a whole letter they may be handed to, and will be received cheerfully by the scribe and arranged in proper form for instructive reflection. New business keeps well, as conductors seem keenly alive to all the advantages accruing from membership in the Order.

Brothers Kirby and Ringhouse have been laid up with appendicitis. Brother R. is in the care of surgeons and is doing nicely, which will be very gratifying to his many friends. Division 391 is in a flourishing condition and business still pouring in.

L. F. SCOTT.

Jamaica, N. Y.



#### Editor Railway Conductor:

Another year has flown and passed into the silent realms of the heretofore, to sleep the infinite ages of the has beens. Another century of Father Time's history has been finished, and the books closed and laid aside to be replaced by the beginning of a new century. The old year, 1900, is gone and the new year, 1901, has come. Brothers, in this change of time's circumstances, let us hope that with the new year there may be success to those who have met with failure, realization to the disappointed, joy to the sorrowing, prosperity to those in adversity, and peace and happiness everywhere and to everybody, especially within the borders of our own Brother and Sisterhood. In this change of time we have been allowed a privilege that never came to us before and perhaps never will come again; that of bidding adieu to an old and greeting a new century; for none of us were living in 1800, and who of us are liable to be among the living at the close of this, the twentieth century?

Brothers, in perusing this train of thought, how forcibly are we reminded of the shortness of our allotted time on earth, and with what diligence should be exercised to fill the measure of our mission among men. Looking back to the many centuries that have passed since time began and remembering that our existence began with the last century, compare our future limit of time with that, not only of time, but all eternity, we surely must feel the span of life is of a few days and we are gone. Therefore, Brothers, it behooves us all to endeavor to know our duty and then perform it, thereby exemplifying the fundamental principle of the fatherhood of God and brotherhood of man. It has been said, "The past is memory, the future hope, and the present is ours to use as we most desire."

Division 141, while not a century old, has lived for several years, and with all other Divisions has had its prosperity and adversity; its joys and its sorrows, and, using a common phrase, its ups and downs in various ways of which memory alone can bring to your minds. As a Division, we can truly rejoice and be thankful for the year 1900, as but little transpired to cast a gloom over the year's history. Our associations have been pleasant and agreeable, our meetings have been both interesting and profitable as the business of each meeting has been transacted with proper despatch and

consideration, and the deliberations of all questions have been tempered with prudence, zeal and charity. While there have been some differences of opinion on vital questions, the mantle of love and charity was thrown over the differences and all clouds dispersed. Last but not least, we can rejoice in the fact that the grim monster, death, did not cross our threshold during the year 1900.

Brothers, leaving the past for memory's mission in your minds, I would ask, "what is the present and what shall the future be to us, not only as a Division, but also individually?" If the present is ours, are we improving the fleeting moments as they pass, thereby insuring a bright future? Have we the best interests of our Division at heart, and are we ever ready to speak a word of encouragement, or lend a helping hand to the advancement of our Division and its cause? Are we always at our meetings when within our power to be present, thereby filling our stations whether official or as sitting members? When present are we always ready to aid and assist in the transaction of the routine of business as may be presented in open Division, thereby giving the Division the benefit of our presence? Brothers, if each one will do his duty, our meetings must be a success, thereby insuring a bright and glorious future. As individuals, are we ever striving to let our lights shine among men so great that there can be but one verdict: that of being filled and controlled by the principles of perpetual friendship.

Brothers, is our outward life among the world, both in word and deed, as to bring no reproach on our spotless name as an O. R. C.? Are we continually living the principles of our beloved Order to the extent that their rays can be felt by all we come in contact with? If so, then as individuals we certainly should be happy and the future surely will be hopeful and bright.

Brothers, for your information I have compiled the following statement: We have held 24 meetings during the year 1900, having missed one regular meeting account no quorum, and had one extra meeting. Total number present during the year 390; average attendance each meeting 16½; smallest number at any one meeting 6; largest number 30. Compared with our membership, this would seem a small rate of attendance, but considering the many disadvantages part of our membership are under, it may be counted a fair report. Brothers, if practicable, let us improve in our attendance and each one be in his seat when opportunity will permit. Allow me to heartily thank you for the success of the last year and the hearty support you have given me as your chief, and the leineny you have shown in my imperfections. May the present year be the most successful year we have each and all ever had, is the prayer of your unworthy

St. Joseph, Mo.

CHIEF.



#### Editor Railway Conductor:

At the last regular meeting of Division 165 in 1900 the following officers were elected: O. B. Underwood, C. C.; D. N. Myers, A. C. C.; L. M. Allen, S. and T.; Geo. Emerson, S. C.; T. W. Burns, J. C.; G. W. Warner, I. S.; J. W. Barkalow, O. S.; C. H. Danner, Delegate; D. N. Myers, Alternate. I think the members of Division 165 elected a good

staff of officers, as they are all members who have had experience and are good and faithful workers for the Order. I will have to make one exception, when it comes to choosing a correspondent. Some one caught sight of yours truly, who was trying to keep still in two or three languages, and—I am “it.”

Business is good on the “Memphis” and Division 165 is in good shape, with an occasional addition to its membership. As I am located about forty miles from my Division it keeps me hustling to get to meetings, which I try to do. I will try to write something of interest next time.

Cherokee, Kas.

H. HUFFORD.

#### Editor Railway Conductor:

Division 291 held its annual meeting December 30, 1900, and the following Brothers were elected: J. H. Trimmer, C. C.; W. Whitesell, A. C. C.; M. R. Williams, S. C.; W. S. Newman, J. C.; E. Clum, I. S.; B. Dargavel, O. S.; Jno. Slack, S. and T. All good men and true. Hoffman, Parks and Newman, Division Com.; Bagshan, Delegate; Slack, Alternate. We also raised their dues one dollar, making the dues four dollars per year, including Grand dues. The Division has started out for another year with good prospects, and if the lay Brothers will only turn out to the meetings and help their newly-elected officers it will be all right and the work of the year will be a success. Brother Sliker ordered a conductor's dinner at the Y. M. C. A. restaurant the other night and got a bowl of bread and milk. He paid for it and said nothing. Brother Dargavel is mourning the loss of a fountain pen, and now someone has broken into his closet and stole other tools from him. He had better not rubber 'round so much. Brother Slack is studying the bargain counters, and if you want anything, consult him. Brother Brown had a terrible time with his monthly statement, but I guess he got there o. k. I have offered my help if he needs it next month. Brother Hough has been sick for some time and is not working, nor can we hear anything of him. I hope to meet Brothers Ingram and Mackenzie, of St. Thomas, at Grand Division, and others that I have met in the past, and hope to have a good time. Division 291 wishes you a Happy New Year and hopes that 1901 will be the best year of our noble Order. O. R. W. C.

Hoboken, N. J.

#### Editor Railway Conductor:

On Dec. 16, Division 367 held its annual election of officers, which resulted as follows: A. T. Valentine, C. C.; G. E. Benton, A. C. C.; M. Kennedy, S. and T.; P. Whaling, S. C.; J. H. Ashton, J. C.; R. E. McInturff, I. S.; J. A. Fulmer, O. S.; C. C. Clement, Delegate to Grand Division. Local Committee: G. E. Benton, H. L. Price, J. M. Wright, S. T. Nall, Member Legislative Committee; M. Kennedy, Cipher Correspondent; Thos. McBee; CONDUCTOR Correspondent.

It was a well attended meeting, and one could readily discern an awakening of interest and enthusiasm, which, if not allowed to die out, will place our Division where it should be—among the front rank of the Divisions in the south. It is rich in having among its members good material; men who are ever ready and willing to work for the

good of their Division and the whole Order, and men who have the strength of character and ability to have their efforts crowned with success. We are constantly receiving new recruits, both by transfer and new members, while our losses are few and far between. This speaks well for us, as we are only 100 miles north of Division 108 at New Orleans, and 100 miles south of Division 304 at Canton, Miss.—two as good Divisions as one will find in any section of this continent.

I know of no system of railroad where the conductors are as universally Order men as they are on the I. C. I have yet to see a loyal Brother come to this part of the country who has not enjoyed a cordial welcome, and if in search of employment, who has not received the full influence of the Order to secure employment for him.

The officers we elected for this year are an entirely new set, with the exception of our worthy S. and T. We hope and believe the new ones will faithfully and efficiently discharge their duties, but as to Brother Kennedy, his record is such a guarantee that his unanimous re-election carried with it a vote of thanks from the Division for his tireless and successful efforts in the several terms he has served in his present capacity. The installation took place the day of election, and all officers were installed except Brother McInturff, who was unavoidably absent. The retiring C. C. requested the writer to act as installing officer, and Brother J. M. Abbott was appointed Marshall. Many of our members are interested in the special train which our good sister Division 108 is going to run to St. Paul, and it is likely that Division 367 will be well represented on this train. We extend greeting to 108 and wish that its undertaking may be a glorious success from every stand point.

Our freight business on the Louisiana division of the I. C. has not been as heavy as it was expected to be this winter, but we are daily expecting a grain rush which will bring smiles to our extra conductors, and then the gravel pit will soon open up and every conductor will have more work than he wants. To my friends all over the country I extend sincere regards, and I wish them to know that in my new home I am among new but loyal friends.

McComb, Miss.

Thos. McBEE.

#### Editor Railway Conductor:

Happy New Year to all! Here we are, spared by the Mighty Giver of all things, to stand the storm of another year. Let us all turn over another new leaf as usual and try to see how much good can be done in the next twelve months. As there has been nothing shown up from Division 85—this land of sand, coyotes, cactus in the valleys and snow balls and pine timber in the mountains,—I will give you a few short lines in my best manner.

Our business is good and everybody is doing pretty well. We now have six daily passenger trains and they are crowded. Our boys in blue look pretty nice, and some of them are wearing them now. The men on east end between here and Albuquerque are Berry, Barney, Heady, Frost, Furlong, Somerville, Chandler, Hill and Davern. On west end between here and Needles are Hanks, Moody, McDonnell, Burke, Burgett, Carpenter, Maxon, Carter and Morse. All are run

in chain gang, as the flyers do not have regular assigned crews now. The men are running altogether too hard and want another crew on each end. Our dear, old time and reliable friend, C. R. Perry, who has held positions from brakeman to superintendent, and resigned his position as trainmaster here last spring to take a trip to Cape Nome, is now running a passenger train for the Santa Fe between Los Angeles, and Needles, Cal. Glad to hear it. Yours truly made a fly trip east in December to accompany my better half home. While in Chicago I received an invitation, and we attended the thirteenth annual ball given by W. M. Hobbs Lodge No. 4, of B. of R. T., at first regiment armory, on Dec. 19, 1900. The hall was elegantly decorated and 500 couples were in the grand march. An interesting feature of the evening was a cakewalk given by the little son and daughter of an engineer on the Illinois Central. Supper a la carte was served, and on the whole we spent a very enjoyable evening. DICER SWIFT.  
Winslow, Ariz.

#### Editor Railway Conductor:

Business on the Chicago & Erie is brisk, and the boys are making lots of money, which is very acceptable to them. Every Brother should make an effort to get all worthy non-members of all branches of train service to get into the Orders that represent them. Remember that in union there is strength. There is an element with a duly accredited representation. They belong to that class known as the "seekers," whose sole object in life seems to be to continually display a spirit of willingness to participate in the benefits to be derived from the efforts of organized labor without contributing a cent towards the support and encouragement of such organizations. We have a few among us who have long been in the service here and are not identified with any labor organization. Some of them are good, practical railroad men so far as their work for the company is concerned, but they evince a disposition to want something for nothing. They are willing to share the spoils without experiencing any inconvenience in securing them. There is hardly a month passes but we can read in THE CONDUCTOR where someone has been killed and had just dropped his insurance. Invariably, a wife and little ones are left unprovided for. There are, no doubt, many reasons why men do this, but the principal one is carelessness and indifference. Men, before any accident takes place, which might deprive your dearly loved ones at home of your support, look around and see what the Order has done for conductors, and see if I am not right. Some of our conductors are not members of the benefit department. Now, Brothers, take a good, sensible look at this question and see if you are not standing in your own light. A few cents each day will enable you to provide something for those dearly loved ones at home.

Brothers, to be good and up-to-date, you must come to Division and take some interest in it before you get on "short time" with some grievance and the Chief Conductor puts a holding order on you for two weeks.

Huntington, Ind.

G. B. M. SEWELL.

## A HOT TIME AT ST. PAUL

BY M. U. SKRAT.

From east to west we hear a stir  
Preparing for the fray  
Of a great event that opens  
On the fourteenth day of May:  
St. Paul will bid us welcome  
And will entertain our stay—  
There'll be a hot time  
in the old town  
in May.

The delegates are coming primed,  
Each one to have his "say"  
On the question of insurance  
And the old man who is gray.  
They'll try to knock the salaries down  
Of the men who raised their pay—  
There'll be a hot time  
in the old town  
in May.

Great schemes will there be introduced  
To make some business pay  
A bigger profit on our cash  
Than we get from banks today:  
These wild-cat schemes will fall right through  
They're illusions of a jay—  
There'll be a hot time  
in the old town  
in May.

Promotion in the order of  
Employment they all say  
Is changing Scates' boarding house  
A thousand miles a day:  
They'll have to "show" the managements  
That such work doesn't pay—  
There'll be a hot time  
in the old town  
in May.

The employment bureau will come up  
And the boy "who makes the hay,"  
That's stepping in the shoes of those  
Who threw their jobs away:  
But evidence will be produced  
To show it will not pay—  
There'll be a hot time  
in the old town  
in May.

There's Goss and Condit—the whole push—  
At least that's what they say—  
O, won't we give 'em a merry whirl  
That'll last 'em many a day!  
Poor Mike and Dud may make the trip  
But they'll go home in a dray—  
Oh! there'll be a hot time  
in the old town  
in May!

Our "railroad ticket" gives us rights—  
What more we cannot say—  
To paint the town in carmine  
And have everything our way:  
Just think! there's not an officer  
Who will take us to the quay—  
There'll be a hot time  
in the old town  
in May.

**Editor Railway Conductor:**

We can look to the approaching "new year" with renewed hopes and a consolation of the old being supplanted by a brighter and more prosperous one. Not only financially and physically, but mentally and spiritually. Now, Brothers, it's up to you—I mean the discussion of seniority and the division of the O. R. C. and B. R. T. If we intend to keep pace with the tide of progression we must fall in line and make an issue of the above. There should be no neutral waters in which to anchor our hopes, nor grounds in which committees are allowed to bury the same. Brothers, I beseech you, for your own good, and not for any personal gain (for it is not my desire nor my intention to remain permanently in the railroad service) to consider well the warning that I have given you. I differ from most of you in one respect: While you have given the cream of your life to the railroad service, I have given but little of mine. During my six years of experience I have worked for seven first-class railroads, leaving a good record at each place, and I feel the gainer (mentally speaking) for having made these changes. My ideas have been broadened from coming in contact with so many different people and officials. It has also afforded me a better opportunity of acquainting myself with my fellow railroader and his interests. Four roads out of the seven were practically seniority roads—made so by the B. R. T. Order. Three of them I left through discouragement. While I am on the extra list as conductor here, most of my running is "after cars."

I get very much discouraged at the little interest manifested by our members in attending Division meeting. Some will start, but fall by the wayside before reaching the hall. It strikes me that the O. R. C. ought to be the foremost of the five Orders and should not be dependent upon any of the other Orders; but rather to feel at ease and liberty to pursue such a course that will be of benefit. If the B. L. E. have found it profitable by requiring their members to withdraw from the O. R. C. and the B. L. F., why should we apprehend any danger of emulating their example? I am sure there are a greater number of engineers belonging to the B. L. F. than there are conductors belonging to the B. R. T. I firmly believe that if the line is drawn at our next Grand Division it will only be a short time until this double-header business will be broken up, and the O. R. C. will be benefited. This will lead to the dethronement of seniority and the abrogation of joint contracts. What right has the brakeman to make a scale of wages for the conductors? What right have the conductors to fix a scale of pay for the brakemen? Does the conductor intend to brake for a living? If he does, just stand by the enforcement of seniority and he will not be disappointed. The wages and treatment of employes today are regulated to a great extent by supply and demand. It is true, corporations don't want strikes, as they suffer very greatly, and just so with the employe and the general public, but what course are they to pursue? The managers of all these corporations, with but few exceptions, filled positions as employes, and, of course, know of the existing feelings that the employer entertains toward them,

and they know, too, if they were to agree to all their demands willingly, whenever called upon, that they would soon have to go out of the business. Paul Morton, second vice-president of the Santa Fe, is quoted as saying that "one of three things is bound to come in the transportation business of the country: Legalize pooling, concentration of ownership, or government control." It is human nature for man to crave for that which he has not and more of that that he already has. None think they are sufficiently remunerated for their labor. The president of this transcontinental line we find filling a clerical position in St. Louis not many years ago, and receiving possibly a smaller salary than the average conductor. Today he occupies the highest position in the railroad business and receives a larger salary than President McKinley. President Hays accepted his opportunity while others did not. I find another here braking, that I am told run a train with General Manager Mudge, of the Santa Fe. And just so the world goes 'round and 'round, some go up and some go down.

We have a just right to meet our employers, say once a year and enter into a contract for the ensuing year, and I can see no need of asking any other Order to go along to help make our schedule. We should not be unreasonable in our demands, and when we go after anything that affects all the Orders alike, such as physical examination, age limit, etc., go prepared to argue the merits of the case with common sense, reason, and at the same time present a united front. On every road that I have traveled over, I find old men running both passenger and freight trains, also braking and switching. Some are using eye-glasses; others have one eye gone entirely. Some are minus several fingers; some have artificial legs and arms. I find many of these working for the Santa Fe and Southern Pacific—the largest lines in the west—both first-class roads. Now, if these old, scarred veterans of the rail are capable of performing service for the above lines, why should they be barred from working for other roads by physical examinations? It is too bad that the five Orders (and there are two or three others that might be induced to join us in fighting this evil) will allow such an imposition. [But you object, Brother Skates, to working with other organizations.—Ed.]

As I have already consumed too much space will have to cut the report of Guadalupe Division No. 275 short. At the annual election of officers, December 16, the following officers were elected: H. C. Christnat, C. C.; T. F. Killgore, A. C. C.; R. L. Ellis, S. and T.; E. Brown, S. C.; H. L. Gapen, J. C.; J. W. Jones, I. S.; O. A. Miller, O. S.; J. R. Skates, Correspondent (pro tem); J. J. Dyas, Cipher Correspondent; J. H. Jones, E. Brown and H. L. Gapen, Division Com.; J. J. Dyas, Delegate; Z. H. Jones, Alternate; R. L. Ellis, Legislative Committeeman. Division 275 is not as enthusiastic as is it might be, but as a whole, guess it is about on a par with the general average. We meet Sunday afternoon at 3 o'clock, and our suppers are often late on account of a large docket to clear up. While we have added only one member by initiation in the last quarter, we have added several by transfer cards (and more in sight), yet we have lost several, or rather, several have left this road,

This road has been short of brakemen all fall and winter, though it pays standard and does not double-head small engines. For the last two months all have suffered on account of the continued strike of the machinists, which is still on—engines giving poor service. The assistant superintendent of transportation, W. J. Grawe, assured me that he would take care of a few good O. R. C. men as brakemen. But don't come here if you are booze-fighters, for he is dead sore on that class of people. Railroading has been good in Texas this season; more business than the roads could handle promptly, and men in demand. The jobs being hard caused so many changes—double-heading, dragging along, making slow time.

J. R. SCATES.

Yoakum, Texas.



#### Editor Railway Conductor:

Having written one letter which was accepted and placed in the hands of the compositor, I will try another.

Brother W. A. Brown, who was overcome with heat last September is back on his run, and although he still feels the effect of his illness, his determination and strong will no doubt will pull him through all right. Some few of the other members are under the weather with attacks of grippe, cold, etc., but none that I know of are serious.

The subject that seems to be uppermost in the minds of the officers and members of O. R. C. at the present time is legislation and the good to our Order to be derived from a close observance of, and an active interest in the same. Let us take a careful look into the duties incumbent on every individual member to make the influence of the Order felt in legislation and the opposition to our taking any part in it, together with the work involved. The mere election of a member of a Division as a member of the general legislative committee and letting the whole matter rest on his shoulders will accomplish nothing. Let each individual member interest himself in all legislation that affects railway employes in general, and the Order of Railway Conductors in particular. Bring these matters up in Division; talk them over; let the legislative member know what is the will of the Division so he may know how to act. When there are any bills to be brought before the legislature in the interest of railway corporations we know that there is a powerful lobby influence brought into play, railroad lobbyists having headquarters at the capital, where no expense is spared to entertain and convince the members of the different houses of the justice of their claims, and the good to accrue to the general public from the passing of the same. If these measures are to our interest our work is easy, and we can afford to help it along and be encouraged in it. But, supposing the opposite to be the case, then our work is hard, and we must bring all our influence to bear to combat that powerful lobby.

What have we got to fight this great pressure with? We have opportunities such as few organizations have. Each Division through its members has a chance to talk to the voters for a radius of a great many miles, and all Divisions in a state taking unanimous action could exert a wonderful influence. Once let this influence be felt and show

the power we have, then our representatives would get a respectful hearing whenever they would present themselves. Of course, an action of this kind would not tend to enhance the good feeling between employer and employe, but if our prestige was known and understood it would be recognized and we would be considered in all legislation before it was acted upon. As to political preferment for our members, the more we show the influence we have, just so much will our members be sought by political parties to accept a place on their respective tickets. All things being equal, we should try and elect any member who may be so placed, giving him our united strength.

Peoria, Ill.

BIG FELLOW.



#### Editor Railway Conductor:

Division 92 elected the following officers: Lee Boley, C. C.; H. F. Nosler, A. C. C.; W. J. Strange, S. and T.; W. T. Brown, S. C.; Thomas Perkins, J. C.; Scott Vance, I. S.; W. W. Dick, O. S.; A. E. Sherier, C. H. Boyd and A. O. Linn, Trustees; C. H. Arthur, Delegate and Correspondent. Total membership, 68, with much new material for the new year. All of the officers commencing the new century are very zealous and competent members. The Division has honored itself by the re-election of Brother Boley. No Chief Conductor has ever done more in perfecting the ritual work than he has. I feel confident that every officer accepts the duties and labors to be performed with the honors, and all will work to promote the harmony due all well governed institutions. While Brother Perkins is a new officer in the Division, he is, nevertheless, an old member of the Order, and will make a hustler, for he has long since learned that he who will command must first learn to obey. Keep your weather eye on the roster of 92 for this year, as I predict a greater increase in membership than any previous year since the amalgamation of the B. R. C. with the O. R. C., which I think was in 1892. Referring to the "doubling" up of the two Orders, Division 92 added more than 30 members; however, I am sorry to say that only one of those taken in are members today, all having lost out from one cause or another. Much good and no harm can result from a free discussion and general interchange of views as to what should be done for the old conductor, as the foundation of the Order of today was laid by the old timer twenty-five years ago. Sentiment is one thing and substantial assistance is another; therefore, which is most appropriate to give?

Terre Haute, Ind.

C. H. ARTHUR.



#### Editor Railway Conductor:

Another year has passed and Division 204 has cause to be grateful for the success it has enjoyed during the past year. The annual election of officers for 1901 was held Sunday, Dec. 23, and among those whose services to the Division were such that the Brothers considered them entitled to a re-election, were Brothers Fitch, C. C., and Ashbridge, S. and T. The report of the S. and T. was highly encouraging. The writer distinctly remembers how Brother P. F. B. Bender, Brother Ashbridge, Brother Foulon and himself sat one Sunday afternoon seeking to devise ways and means to bring the Division out of the slough it



had fallen into financially in January, 1898. No money in the treasury, unpaid bills, and sick benefits of over \$700.00 staring the Division in the face, when Brother Ashbridge pledged his personal means, and a firm but positively polite intention to compel each and every Brother to pay his dues and put his shoulder to the wheel. The S. and T's report of Dec. 22, 1900, proved how nobly his duty had been performed, when the Division was advised that the treasury contained \$800.00 and all bills paid.

The communication of the Brother from Charleston Division was pathetic. How have the mighty fallen. Palmetto Division only a few years ago was one of the strongest divisions financially in the Order. Brother, stir your members up! Get a S. and T. that will stir your members up. The writer has a distinct recollection that when a member of Division 122 back in the 80s, Brother Morrison, C. C., informed the members of 122 that a failure to present themselves at a meeting of the Division when the Brothers were in Boston and not engaged in duty, would be met with a fine of \$1.00, but I never knew of a fine being assessed. The duty of the members was pointed out to them and their interest in the Order grew warmer. Why, my Brothers of 208, just let your members stop and think of the different conditions surrounding themselves and some of the members of 204, and I think our good Brother Maxwell, G. S. and T. will bear me out. We have in 204 a good many members who are in the service of a road that has never favored its employes belonging to the various organizations, and yet meeting after meeting finds the Division room contains more of the Brothers employed on the above than are present from the B. & O. and the P. R. R. combined, and neither the B. & O. or the P. R. R. makes any interference with their employes in their predilection of joining such organizations. Cheer up, Brother, it is always darkest before day, and we may yet live to see the Palmetto waving in the forefront of the Order. A happy and prosperous new year for each and every Division of the Order is the wish of

Philadelphia, Pa.

Rex.

#### Editor Railway Conductor:

Division 83 held its annual election of officers on the 23d day of December. It being my good luck to be at the right end of the road, of course, attended the meeting, was elected correspondent and am now on the string for my allowance of censure. Brothers Fuhrman and C. E. Smith being re-elected to the offices of Chief Conductor and Secretary and Treasurer respectively with other Brothers to fill balance of offices, which we hope will do credit to their stations during the year. We are trying to keep in line with the Order of Railway Conductors. We have additions in our ranks while some few become careless, and by the laws, are taken to task, although we are marching along to the tune of organized labor with malice towards none and the best wishes for all. We see in our ranks many who have grown old in the service which speaks praise for the officials of our road.

We notice on the runs, Chicago to Burlington, some old time conductors such as Weirs, Hartman, DeGroot, Ripley, Johnson and others all of which

are marks of gentility and kindness; then in connection with these old liners we see on the Quincy runs, Kimball, Ayres, Lucas, Oberg and Stafft, while the Peoria runs are conducted by—I say conducted by—Wm. Fox, Mount, Rich and Shull, all of whom are deserving of praise for their kind and generous treatment of the public.

In the freight pool, Galesburg to Chicago, we find some Brothers who are no new hands at the business—from 15 to 20 years experience as conductors, the oldest in the Burlington system. So with this kind of material within Division 83 we perhaps should have more to say through THE CONDUCTOR with regard to the many important questions which we see so ably handled by many of the Brothers of the Order.

I note in December issue Capt. Geo. W. Barber, Titusville, Pa., makes some remarks that are good and with regards to candidates for G. C. C. no better material can be found than he suggests, and again J. W. Merriam, Pine Bluff, Ark., in same issue with regard to Brother J. R. Scates, on Seniority is a subject demanding greater respect by the Order than is being considered by many a conductor who wears the monogram O. R. C.

In conclusion I wish to make brief mention of the subject of all O. R. C. Brothers watching opportunities for placing our people in legislative assemblies. Such moves will be steps taken in the right direction to maintain our present conditions and with a strong pull all together there is no good reason why we should not better them. Will see you later.

Galesburg, Ill.

J. M. PECK.

#### Editor Railway Conductor:

Another year has come to an end, while all may not have been accomplished that was desired, Division 218 has much to be proud of. We have not missed holding a meeting, and each was called to order on good time and conducted satisfactorily. The officers have attended with an unusual regularity and as a consequence the business has been transacted in a way that was commendable. Our membership has been active. A great deal of our success was due to our chief conductor, who has been an ardent worker and who missed only a few meetings.

Division 218 has elected and installed her officers for 1901. On Saturday night at 8 o'clock, Dec. 22, the members of Division 218 O. R. C. and Division 110 L. A. to O. R. C. met at our hall and held a joint installation of officers. The installation ceremonies for Division 218 were conducted by P. C. C., R. L. Brake as installing officer, and Brother T. B. Thomas as marshal. The officers of the L. A. were installed in a very impressive and satisfactory manner by Past President Mrs. W. O. Hicks. I tell you we are not in it at all, boys, when it comes to impressive ceremonies and pretty floor work. The Ladies' work was carried out beautifully. Following the order of exercises our secretary was called on for a speech, but he said that it was understood that there were no speeches to be made and the one that attempted to speak would be thrown out through an open window. But "Coburn" was cried the louder. So he arose and gave us a splendid little talk. Following a recitation by a young lady supper was announced, and the tables indeed pre-

sented an elegant appearance. They groaned under the weight of good things. Brother Ed. Carswell was struck on his "cracker" head by an oyster cracker thrown by a "cracker" girl, which brought the blood. But he did not care and kept on eating oysters. After the repast some of the guests began to depart, yet it was a late hour before the doors closed and with them closed one of the most pleasant occasions which has ever been given by the conductors of 218 and the ladies of No. 110.

Savannah, Ga.

J. B. T.



#### Editor Railway Conductor:

The first edition of *THE RAILWAY CONDUCTOR* in this century to hand and read with pleasure from cover to cover. The contribution by W. D. Anderson was very interesting as a story, also the pictures of Pascagoula, Miss. Jose Gross' "Self-made Men" as satirical illustrations has some good features which every reader would do well to observe. As they are truths on very fortunate circumstances for there is none of God's creatures that can stand alone or succeed unless they have the assistance of their fellowmen, which shows what helpless mortals we are. "The Greetings for 1901" shows that our organization is progressing very favorably; it should also be an incentive for all concerned to try and conduct ourselves so the name conductor would be a passport to the very best society in the land. I have often thought if the average conductor could look at himself in his proper light that he is an officer and gentleman and not a menial of some soulless corporation, I feel assured his position would command more respect, as it is the object and purpose of some officials in authority to belittle their employes as much as possible so they may receive all the glory themselves. The "Alabama Tramp Law" enactment interested me very much as it concurred with my ideas exactly, as I feel assured if every hobo when arrested for tramping was sent out to do some good hard labor on the roads for their bill of fare instead of loafing around the jail for 30 or 60 days, they would give that town, city or state a very wide berth. Now come the ladies: first a bazaar, then a social, then a musical and tea, then Christmas presents and refreshments; next a supper for the conductors and evening reception; now and then a lunch or surprise party, kind words, a little charity, happy congratulations and many pleasant memories. I will try not to criticise you harshly, but eulogize you in your good work, and may you long enjoy yourselves and be a pleasant epoch in the lives of the average railway conductor.

Now, in the Fraternal where I shine, though not very brilliant, it is the reading which most interests me, as it voices the sentiment of our organization, and that is its duty, and I often wish there was more of it and it should be encouraged until the whole edition would be correspondence to the Fraternal and no limit to the amount of words used. I for one, will not shorten my letter as long as my old think box can conjure anything I think useful to say, and also invite criticisms if I am at fault, as it is wisdom to change your mind.

As we are on the eve of the Grand Division I sincerely hope there will be some needed reforms enacted in our laws for to help the afflicted. Some of our Brothers have different ideas on different

subjects; some on age limit, some on seniority and other problems equally as difficult to solve. I cannot go the farm or tailor shop idea myself, as I do not know anything about the business, as I have only been a common every day railroad man. I do think more should be done for the Home at Highland Park, Ill., by the Order at large. It is pleasant to read and contemplate some of the letters. They are spoken in such a manner, but all in that same friendly tone, all speaking kindness to every reader—not one unkind word is written. If every member of the Order would emulate the example of the Fraternal Department I am sure it would be a source of pleasure to all.

Brother H. W. G. of Elkhart, gave some good ideas as to representation. G. M. Waldron, come again, your letter is good; your idea of a conductor is grand, and his chances of success are the best in the land. The old conductor or the unfortunate Brother are the persons who require our greatest support, especially if he is in a position whereby he cannot support himself. Brother Kingery says give him roses while he lives by paying him a per cent of his insurance certificate. I concur with him and would say pay him 10 per cent less his insurance assessments on the whole policy. As an illustration, a Brother insured for \$3,000 would receive about \$250 per year for ten years, then it would stop as he would be paid off the full value of his policy. There are nine chances out of ten ere that time he has paid the debt of nature by being called to a better home above.

I enjoyed Brother Kellogg's letter from No. 3, as he shows what power the labor element can be politically, and if they succeed it would be a stepping stone for many an old conductor, for I do not know any class of individuals who make better public servants. Automobile advises the Brothers to keep their insurance paid up. That is good advice. Brother Osborn's soliloquy with old Father Time of the 19th century was a good review of progress made. The Legal, Official Changes and Mentions read, also the Directory. I hear some one say, ring off you make me tired, so I will conclude with kind wishes to all.

MAC N. Z.

Toronto, Ont.



#### Editor Railway Conductor:

In addition to the duties of Secretary of Division 246 I was made correspondent for *THE CONDUCTOR*. Division 246 elected officers on Sunday forenoon, December 30, then took a recess until 8 o'clock p. m., when officers were installed. The members of the Brothers' families were invited to witness the ceremony, and quite a number came. There was a Nebraska blizzard at the time, so a number were kept at home who would otherwise have been with us. As it was, we all sat around the stove and ate an abundance of hot roasted peanuts, candy, oranges and apples, which the Brothers had provided. Brother Baird and his accomplished daughter furnished us with some music. The newly-installed officers spoke their little piece and all went home pleased with the good time.

Everything on the southern division of the B. & M. R. is running along very well. The boys are making very fair time and have so far this winter had fine weather; not much cold and very little snow. A school which has been conducted by

Trainmaster Philbrick and Traveling Engineer Wheeler on the book of rules, has had the boys looking up the rules and some of them have got them word for word, they are so well posted. The last year has given us a few new members and we have the material for several more in sight.

Wymore, Neb.

FRANK W. JUDD.

#### Editor Railway Conductor:

Following is the list of officers elected to serve Division 187: Wm. R. Wetzel, C. C.; Lorenz Bier, A. C. C.; Wm. H. Shafer, S. and T.; John H. Baldwin, Asst. S. and T.; H. D. Riddle, S. C.; Ed Lenhart, J. C.; W. E. Allison, I. S.; O. D. Lucke, O. S.; Samuel Conrad, A. J. Jones, John L. Arter, Division Committee; G. P. Ammerman, Cipher Correspondent; S. A. Geasey, Correspondent.

Division 187 is moving along rapidly, and we are still adding to our number and are having pleasant meetings. Let the Brothers get around who do not attend. The L. A. to O. R. C. are having pleasant times at homes of the Sisters with quilting parties. I enjoyed their visit to our home very much. The day was well spent, and when they left they left the apron string out upon the door latch to welcome them back again at any time.

Sunbury, Pa.

S. GEASEY.

#### Editor Railway Conductor:

Wayne Division No. 119 has entered the new century with prosperity and good cheer firmly imprinted on her banner, and a loyal, enthusiastic set of officers to see that the honor and integrity of our Division shall be preserved. We re-elected Brothers Ginty, Bonton and Brice to their old offices that they have so acceptably filled the past year, viz: C. C., A. C. C. and S. and T.; Brother Wells, S. C.; Brother Hindel, J. C.; Brother Stump, I. S.; Brother Stonecifer, O. S.; Brothers McMahon, Stonecifer and Vanslyke, Division Com. Brother Vanslyke taking the place on Division Committee that Brother Frye has so long and admirably filled, and who the Division would have been glad to continue in that capacity, and only released him at his earnest request. We have been gathering the worthy eligible into the fold from time to time until at present we are stronger numerically than at any time in our history. We are located in a strong labor center, and while we have affiliated with their labor councils by endorsing their actions in early closing efforts and have given our moral support in advocating that our members patronize those firms who recognize and handle their union label goods. We have not become a part and parcel of their trade and labor councils, nor do we believe that it would be profitable for railroad organizations to enter into any alliance of that sort and bind ourselves to be governed by a majority rule, which might often jeopardize our own interests. As usual, Divisions are beginning to advocate wholesale changes in our general laws for consideration at our next Grand Division, and it reminds me of what Gen. Grant said about the newspaper men after the war was over, that the only mistake the government made was they ought to have made the newspaper men generals and let the generals run the papers, then no mistake would have been made. Now, Brothers, I believe that Brother Clark is keenly

alive to all the needed reforms in our laws and has the very best interest of the Order at heart, and if the jurisprudence committee will meet and concur in Brother Clark's recommendations and give them to the Grand Division when it assembles, and let the Grand Division pass Brother Clark's recommendations and go home, we can have a short, business-like session, devoid of an enormous expense bill and one that shall go down in history as one of the most profitable ones we have ever had. It is just as impossible to do the business of the Order of Railway Conductors on sympathetic lines as it is any other business, and I am forever against any wild-cat legislation that can in any way possibly impair the stability of our insurance. Our business must be done along the line of well-known business methods, and the only kind of sympathy that can be called legitimate is that which will go down in our Division till and take out funds to help our maimed Brothers in their struggle for life. Let each Division instruct their delegate to vote twenty-five or fifty dollars for the support of the maimed Brothers whose case does not come within the scope of our laws, and when that fund would be put in one lump each Division will have helped and the total sum would be sufficient to help each deserving Brother and our insurance fund would not be impaired. Twenty-five or fifty dollars will not hurt any Division whose finance is judiciously handled. At any rate it would be practicing the principles of fraternity, which is in a good many cases being forgotten. I see some Brother is advocating the issuing of two different kinds of Division cards: one for members in active service and another for members who are employed in other walks of life. To my way of thinking, our present card is good enough, and if the secretary of each Division would see that the reverse side was properly filled out, setting forth the facts as required, all would be well. Auxiliary 31 to O. R. C. had quite a notable meeting January 19, and were honored with the presence of their Grand President, but I will leave the detailed account of their gathering to their correspondent. Hoping to see you all at St. Paul.

Ft. Wayne, Ind.

R. B. EVANS.

#### Editor Railway Conductor:

Division 343 held its annual election of officers Sunday, January 13, with the following result: H. H. Thompson, C. C.; M. E. Lloyd, A. C. C.; F. A. Moon, S. C.; J. E. Hough, J. C.; Chas. Pursell, I. S.; Geo. W. Corkill, O. S.; F. P. White, B. J. Rainey and W. W. Alcott, Trustees; C. N. Avery, Cong. Com.; E. W. Sumpter, Delegate; M. E. Lloyd, Alternate; V. H. Hagelbarger, S. and T. and Cipher Correspondent.

Our installation was held Wednesday night in conjunction with installation of officers of the L. A. to O. R. C. The ceremonies attendant to the Auxiliary's installation were so far superior to anything that we could hope to have, that had there been a chance to have made our escape, or postpone our humble ceremony we would have gladly done either. However, we pulled through all right and landed safe and sound. Brother W. W. Alcott, our retiring Chief, was the installing officer, assisted by Brother C. N. Avery, as marshal. After the installation exercises were over,

ablest were spread and filled to overflowing with good things to eat, such as only conductors' wives know how to prepare (at least to a conductor's taste). Then commenced a race to see who could eat the most. The decision was not made that night, from some cause unknown to the writer, but the championship lies between our A. C. C. and the V. P. of the Auxiliary, and as they are both expert judges of what is good to eat, you can well imagine we had a supper "fit for a king." We repaired to our homes, each feeling that the hours had been spent in a good cause. Division 343 starts the new year and century in good shape, and the year 1901 promises plenty of Division work. Brothers, let our motto be, "Attend meetings."

V. H. HAGELBARGER.

Fairbury, Neb.



#### Editor Railway Conductor:

On December 19 I attended the Trainmen's ball, held in the First Regiment Armory, this city. It was a grand success, something like 3000 tickets sold, and about 1500 present. Grand Master Morrissey, who was there meeting his members, was exceedingly attentive to the ladies. Brother Morrissey is certainly very popular with his craft, and in fact stands excellent with all the railroad men who know him. Had the pleasure of meeting Brother Watson and wife, of the Home. Brother N. H. Wood and wife have just returned from an extended visit in the east, and he reports having a fine time. He visited Divisions 237 and 378, was well treated by the Brothers, especially was he well cared for by Brother Reynolds, of 237. Installation of officers was effected January 6, and everything passed off nicely, and No. 1 will go forward as she always has done. Brother W. W. Wentz gave the Division a good talk last meeting. He can talk just as well in Division as he can locate "low joints" on his division. Brother Thomas Whalen is in the sheriff's office, Brother S. S. Guthrie in the post office, Brother Kilpatrick secretary of the Railroad Commission, Brother Callahan is candidate for Railroad Commissioner under Governor Yates, Brother Edward Reyburn is now regular Pullman conductor between Chicago and Cincinnati, Brother P. E. Conley, a well-known railroad man, has just been appointed general yardmaster of the Chicago Terminal Railroad; Brother C. H. Mahlone is working at Stock Yards, Brother N. B. Travis is working for Swift & Co., Brother Nick Mayer is still night yardmaster for the North-Western, Brother Jim Ingalls is running preferred run to Baraboo, Wis., (he is still in the hands of the receiver); Brother Jerry Hender-shot will be on hand at the conductors' ball, we'll get on to his walk; no finer. He took his lessons down in Missouri. Brother John C. Collins has been appointed trainmaster of the C. & E. I. Ry. at Marion, Ill. Brother Collins has a most excellent record as a railway man and we bespeak for him a splendid future. Brother M. Miller is running passenger on Great Western, out of here. A committee comprised of Brothers Fitch, Warren, Mullen, Lane and Ray, made a canvass among the wholesale groceries for donations for the "Home" and we received eleven boxes of canned goods, one bag of coffee, and \$33.00, which was expended for oranges, etc. Brother S. B. Herbson now has

his office in Ashland Block, in law business. Among the old men running out of this city are a few familiar names I will send in this month, will try and finish out next month: John Mitchell, Wabash; John Eagy, Santa Fe; John Flint and Morris Towne, Great Western; Charley Johnson, Burlington; John Quinlan and Charley Loomis on the Illinois Central; Sim Crowley, North-Western; Jake Deal, St. Paul; Sam. Huffman, C. & E. I.; Ham Kerr, Erie; C. F. Rexinger, Lake Shore; Harry Feldot, Alton; William Swing, Rock Island; John Condon, Monon; Brother Thomas Evans is still depot master at Dearborn Station; Brother W. F. Bonter, depot master at Union Station. Last but not least, our secretary, Brother Warren, on the "Rag Time Railroad." Then there is Brother Frank Guiteau, the oldest passenger conductor in suburban service on the Illinois Central Railway, who has many friends on the "South Side." We had a good meeting yesterday, the 20th, and the following visitors were in attendance: Brother M. H. Long, Division 178; Brother A. E. Campbell, Division 46; E. M. Draper, Division 100; Brother P. Campbell, Division 113.

Our Division is having a neat roster of all officers and members, giving their addresses. The dance given by Division No. 1 and the Ladies Auxiliary was well attended, and reflects credit on Chief Conductor Fitch and Mrs. J. M. Sewell, chairman of the arrangement committee. Brother Connors, as he always is, was everywhere trying to make everyone comfortable. I will try and give a more detailed report in my next of the folks who were there. I will say, however, that the costumes were elegant and the dancers very graceful. The B. of L. F. of Cook county will give a dance in the Auditorium, February 28, for the benefit of the Railway Men's Home at Highland Park. This affair will be one of the notable railway events of the year. Mr. W. H. Bradley, of the Chicago & North-Western Railway, is chairman of the General Committee, and will give his personal attention to the affair. It is expected that the Grand Officers will be present. It would have done your heart good to have seen the officers of No. 1 initiating two candidates last meeting. Every officer of the Division was able to deliver his part of the work without the ritual, and it made the initiation impressive, effective and beautiful.

From the press reports we learn that most of the great railway systems are pressing forward the policy of consolidation; that a plan of centralization is well-near perfected, which will, if carried out, institute greater economies in the operation of their properties. If considered only from a financial point of view, no doubt great benefits to the stockholders will result in the way of increased earnings. It is not likely the public will find fault with these combinations, so long as no attempt is made to tyrannize over commerce and industry. How the employes will be affected leaves room for speculation. Will this new centralized power curtail their rights, or make it more difficult to secure employment? Present rules and regulations, governing employment of railway labor, is almost prohibitive. Officials pass upon the qualifications of men to perform a service of the head, by examination of the hands and feet. Digest one of our railway applications

today. They demand to know if the applicant has ever been involved in a law suit with any other railway company. How does this question apply to the fitness of the applicant, and does it not encroach upon his liberty, abridge his sovereign right to be thus hampered in the search for honest labor? I am at a loss to understand by what manner of reasoning the companies have come to approve of this and many other forms of injustice which are every day becoming more unbearable. I am not an alarmist, but unless this continued throttling of the wage-earner ceases and he be accorded that full measure of freedom due all self-respecting men, industrial trouble will surely follow. There is a valuable lesson for railway labor in every plan of consolidation; a lesson that cannot profitably be ignored. It teaches employes the folly of attempting to meet with a combination of employers for friendly or unfriendly action, while they are lacking in thorough organization. The affairs of men are more readily adjusted when order, not disorder, is present. Mobs are rarely wise counselors. Combinations of employers prefer to deal with combinations of organized labor, rather than deal with a mob or disorganized bodies. Railway labor, if crystalized in a harmonious whole, would promote co-relative force, and prevent insurrection of all concerned.

Chicago, Ill.

CHICAGO.



#### Editor Railway Conductor:

Division 122 elected the following officers: John Fitzgerald, C. C.; Melvin McLeod, A. C. C., C. D. Baker, S. and T.; Jos. Mareau, S. C.; P. F. Morrison, J. C.; W. Decker, I. S.; J. P. Hart, O. S.; Division Com., M. M. Haldsworth, P. F. Morrison and A. E. Holden; J. Fitzgerald, Delegate; W. J. Coyne, Alternate. We have a good list of officers to start off—Brothers who have the work at heart and who have some snap, and that's what makes things whoop. I was out to Franklin Park last Sunday and I met Tom Ambrose and Dick McAloon on their wheels taking a spin and they tell me they are going to St. Paul on these same wheels and will start April 12. They are about the best around here, as both have good records at the Essex Riding Club. I am very sorry to say at this time that Brother Gables has had a back-set at the hospital. He had to have flesh grafted from his knee and put on the stump where his foot was cut off, so as to heal it up, and will be two weeks or more before he can get home. His wife has just been treated for tumor and his home can't look cheery with all his trouble. I tell you trouble never comes alone. Brother Greer is at the same hospital with appendicitis, and is quite ill. We missed our worthy Secretary at the last meeting, as he was in Cedar Rapids attending to the work of the Grand Division, as one of the Trustees. I had a chance to shake hands with Brother T. H. White before he started for Mexico. He has gone on a leave of absence, and may stay, if he is offered any inducements. Brother Angus McLeod has the key to his trunk until he hears from Brother White. Brother Scott informs me that he attended the Vanderbilt-French wedding and made them a nice present. He speaks of it as the most brilliant affair he ever attended, and Brother Egan brought them to Boston after the affair was

over to start on their wedding journey. Brother M. H. Smith is running from Fall River to Lowell, and has a good run. He ran local a long time and it is a well-earned promotion. Brother George M. Smith has been confined to his home for a couple of weeks, but is getting along nicely now and will soon be out among the boys again we hope. Brother McGurn has received from some good Brother two Belgian hares, and is going to see what he can do in regard to raising hares for the market. Brother Gillis is running the Mountain train again for a while. He has been acting as traveling conductor, teaching the Brothers the operation of air brakes and self-couplers and he can give tips. He is perfect in this line. It is amusing to hear the boys guess who it is that signs "Automobile." It is singular sometimes how some Brothers will drop out of sight. When Brother E. Coman came to Boston to the convention he was the shining light in the O. R. C. Now I have not heard of him for years. What has become of him? He was a jolly good fellow. Brother Coburn, yardmaster at Middleboro, was at our last meeting and the Brothers were glad to see him. He has a sick wife is the reason he don't come oftener. We hope the good woman will soon get well. Brother J. P. Hart, our Outside Sentinel, was absent at our last meeting. I understand he was called by the nurse early Sunday morning. Before the doctor left there were two more added to the family. That accounts for his absence. More power to you, Jimmy. Brother Stewart has got out of the hospital and attended our last meeting and the Brothers were glad to see him present. We are looking for big changes the first of February on the N. Y. N. H. R. R. Brother J. F. Colahan, of the B. A. R. R., has been confined to the house for several weeks, and is improving nicely.

Boston, Mass.

AUTOMOBILE.



#### Editor Railway Conductor:

Beginning the new century January CONDUCTOR comes to us with a brand new suit on and full of good advice and opinions from our Brothers scattered over the country. It makes a fellow feel good after reading such letters as come from the pens of Brothers Burdick, Whitcomb, Bates, Lane and others, and it is thus that I feel now. Brother Burdick hits the nail on the head in the January CONDUCTOR. Brother Bates, of 139, desires to hear from Mexico. The writer, too, like Brother Bates, served his time on old Rascon Mountain, where the rain drops are as long as a telegraph pole and fall continuously six months in every A. D. Many are the times we have walked over the streets in Tampico that General Taylor's soldiers paved while encamped there in 1847-48. Those old cannons quietly remind the visitor that there was a hot old time near there. We have seen, time and again, the road built by the same general's army over Rascon Mountain via Tamasopa. We, too, are always glad to hear from the boys down there; for one who served his time running a train on Rascon Mountain will never forget his experiences there, nor friendships formed on that 4 per cent grade and 22 degree curves. It is there where we became experts with mesquite wood brake clubs. Yes, Brothers, Mexico has no unfinished business on hand for the twentieth century brake-

man or conductor made from the brakemen of same century. They require the genuine article. So, ere many moons, ye scribe, with his bag and baggage, will fold his tent and, like the Arabs, "silently steal away" to the land of the Manona. The writer is running on the Galveston, Houston & Northern, a division of the Southern Pacific. That is, sometimes he is running for the switch and sometimes for train orders. William Bernard Mulvey is superintendent, and a better-hearted man never approved a time roll—approachable at all times and under any and all circumstances. It is said of Superintendent Mulvey that in all his years as superintendent no one ever charged him with having unjustly discharged an employee. I had rather have this compliment paid me, were I Mr. Mulvey, than to hold the highest office the people of grand old Texas could elect me to fill. He is entitled to rank among the foremost railroad officials of his day and time. H. H. White is trainmaster, and no complaint do we ever hear from his treatment of his men. He is always on duty and at all times ready and willing to listen to all complaints, etc. The Southern Pacific has done the largest business the past year in the history of the company. The line from Houston to New Orleans has been blocked for months. We have been able to secure a few places for some of our Brothers.

We would be pleased to hear something from Division 261. The writer has a few good old friends in Mexico. Division No. 7 is in good condition financially, socially, morally, physically, numerically and otherwise. Our latch-string has been renewed, made longer, and still hangs on the outer door of our sanctum sanctorium. Call and see us, Brothers, in passing. GEORGE P—, Houston, Tex.



#### Editor Railway Conductor:

While I am laying off with la grippe, I will pass off some of the time writing a letter to THE CONDUCTOR. I am in the service of the Ohio River Railroad Co. now and attend meetings of Division 369, but membership is still with Division 119. Division 369 is small in membership, but they very seldom miss a meeting. The members are of the O. R. R. R., B. & O. and Little Kanawha Valley Ry. There are 14 O. R. C. men on the O. R. There are three braking and doing extra running. This time in the year our business is slack because the river does most of the local business when the waters are up. In the summer, when the river is low, is the time when all extra men are at work. We have fifteen daily passenger trains, four through freights and two local freights between Parkersburg, W. Va., and Wheeling, W. Va., eight daily passenger trains, two through and two local freights between Parkersburg and Kenora, W. Va. One of the locals is run by our S. C., Brother G. C. Hile, known by the boys as "Massa Geo." or "Commodore" Hile. There are several crews on the W. Va. S. L. that is nearing completion, and I think will be a part of the O. R. This is a line being built from New Martinsville to Clarksburg, W. Va., a distance of 65 miles, which will open a large coal and lumber country, also a large oil field. They have one regular crew on the west end now run by an old timer, Brother John Hendershot. They are ship-

ping feed and oil well supplies out as far as the train runs now, also doing a nice passenger business. Our trainmaster, Mr. D. H. Bradford, has served time in most all capacity, from "car hand" up; was conductor on the B. & O., also on the O. R., and G. Y. M. for the O. R. at Parkersburg, and then to his present position as trainmaster. He is a hustler when out on the road, lending a helping hand to the local boys, and you might take him for one of the "roustabouts," as "Massa Geo." calls the brakemen. Our local freights are very heavy on account of the oil well supplies being shipped from their different store houses to points where there are wells being drilled. I have helped to load 10,000 pounds at one place for different local points.

I am sorry to hear of Brother Lafe Rose's wife being very ill, which is causing Brother Rose to be off duty; hope she will be soon on the road to recovery. I see the promotion of another O. R. C. man, Brother R. P. Johnson, of Division 351, to trainmaster of the Scio division, N. & W. R'y., east of Kenora, W. Va. Brother "R. P." is an old acquaintance of your correspondent, and a good railroad man. He has climbed the ladder round by round.

Well, now for a few remarks in regard to the old conductor: I guess they that are living now are getting older, but for the old gentleman's sake do not run or put him off in a home unless it is one he can be the boss of. There is not one in ten that would consent to being put off this way if it was his time to lay down the ticket punch or train book and quit railroading. He is not going to be taken from the loved ones he has cared for while able to make his runs. I say when he is cut off on account of old age give him his insurance in monthly payments and allow him the benefit of the interest from the time it has been deemed necessary to pay him his insurance. I hope a plan will be settled on to take care of our father conductors in their old days, after spending the best part of his life as an ill-paid conductor.

I wish all a prosperous year and an increase in membership in the noble Order of Railway Conductors. Brothers of Division 93, if you meet W. S. Mercer, now on the I. C., treat him kindly. He is a Brother of the writer and o. k. boy. There are several boys on the O. R. that I would like to see come into our fold. Boys, "if you cannot be with us do not be against us, but stand by and see the d—est fight you ever saw." Home, city, country, all are prosperous formed with the powerful link of union bond. C. FORREST MERCER.

Parkersburg, W. Va.



#### Editor Railway Conductor:

Having been superannuated as the S. and T. of Division No. 13 I now find a little more time to give thought to the conditions and surroundings of our Order, and notwithstanding the very much improved standing which we have attained during the last decade we all naturally feel that if it is at all possible to improve in anything we have done we should make the effort. I am delighted to find such an interesting lot of letters in January CONDUCTOR. It clearly indicates that the membership in general are giving thought to questions and conditions that are of so much im-



portance. While we do not all agree as to ways and means, the interchange of ideas and plans help each one to better understand the other. Even Brother Farrell's strong objections cause us to think harder. As a matter of information and to give your readers an idea of the mortality at the different ages during the year 1900, as I have them recorded, I herewith give a tabulated statement of the claims approved in the different series during the time above specified:

ship—let it be when it may—he pays his first assessment to the fund; in fact, pays his one dollar on each thousand dollars at the time he submits his application—the present application form to be amended for that purpose. Place the operation of the creation of the reserve fund on the above plan and you will do away with this catch-as-catch-can method of raising the fund, as well as the unjust operation of it. The question of record must not interfere with the question of justice. Justice

TABULATED STATEMENT OF CLAIMS APPROVED.

SERIES.	25	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	60	61	62	63	65	67	68	71	74	Total in each Series.
\$1000.00		1	4	3	1	4	5	4	3	4	9	4	2	1	6	1	2	4	1	2	4		3	1	5	1	3	1	2	1	1	1	2	1	1	1			2			91
\$2000.00			2		3	5	1	3	4		1	7	4	4	1	2	3		3	2		4	3	1		1	3		4	1												62
\$3000.00	1			1	1	2	4	2	1	2	4	1	4	1	6	3	2	3	4		5	4	1	8	1	5	3	4	3	1		1			1	1	1		1	1	83	
\$4000.00										1					1		1													1											4	
\$5000.00							1	1																																	2	
Total at each period.	1	1	6	4	5	11	10	10	9	6	15	12	10	6	14	6	8	7	8	4	9	8	7	10	6	7	9	5	9	4	1	1	3	1	1	2	1	1	1	1	242	

You may see that the youngest was at the age of 25 years, and the oldest at 74. no claims having been submitted for ages at 26, 58, 59, 64, 66, 69, 70, 72 and 73. I find the aggregate ages to be 10,233, the total claims being 242, would make an average over 42 years. I consider this a remarkable showing when I think of scope of benefit derived. Now, sir, on the question of the method of creating the reserve fund, which has been mentioned by several others in the Fraternal columns. I wish to particularly lay before the members of the Department my reasons to have it amended, and ask that they give it due consideration and instruct their delegate to give the matter full time and thought at the next Grand Division.

Brother C. D. Baker, of Division 122, claimed to be the author of our present system of assessment, which, under our plan of insurance, meets with my hearty approval, for the reason that, in the absence of a calamity, you know at the beginning of the year what you have to meet during the term, our present plan of creating the amount of reserve fund and maintaining it, does not give that satisfaction. Its operation is just the same as that used in creating the Protective fund, and I ask you to think about how many members there are in the Order today who are subject to the benefit of that fund who never contributed one cent to it? Is that justice? I think not. And where justice does not prevail harmony cannot exist. What I want to see, is, that all are treated alike—those that are members now and that may become members hereafter. It can be done and do no one the slightest injustice, and in doing so you perpetuate the maintenance of the reserve fund. My suggestion is to assess each member of the department the one dollar per thousand until he has paid ten dollars on each thousand dollars of insurance he carries; he then ceases for all time paying into the reserve fund. Amend the law so that when an applicant is admitted to member-

must prevail and record must be kept to meet that end. If this was put into effect I then cannot see at this time any way to improve on it under our plan of insurance. On the question of separation of the death and disability features of our insurance I can as yet find no solution without endangering the life of our whole structure. The nearest plan of life insurance to give justice is the graded system, and if you touch the structure at all, then tear it all down and build it up again on the best known plan, an action I am well satisfied that the membership will not for a moment entertain. I have thought out points in the event of a member who desires either to increase or decrease the amount of his certificate and the method of keeping record, which will be compact and just in its operation. I know that there will be a lot of good, level-headed business members give this proposition due thought and consideration, and I trust that the delegates are all advised to give it the consideration so important a question demands. I am ready to consider any proposition that may be submitted on this question and gladly congratulate any who produces a good one. The general welfare of our members is the question, and not the gratification of any particular member. I am glad to see my old friend Brother J. B. W. Johnston in the list of correspondents, and wonder what has become of my old friend "C." from Dodge City. I am looking for something from Brother Bogert, of 57, and a crack on the back from Brother Tim Farrell. Well done, Brother G. B. M. Sewell, of 120, come again, and more of it. Oh, say! what has become of poor old "Vinegar"? "Hot Tamales" has him distanced; see that they are both on hand at the next Grand Division. Check me up again, Brother Burdick, and see that I do not miss a coupling. If I do, then call me down.

W. H. INGRAM.

St. Thomas, Ont.

## Editor Railway Conductor:

I sincerely regret that my December article displeased the Canadian conductors. I regret it because it was not my intention to bring any trouble.

I simply tried to illustrate how all international wars act against the healthy development of the working masses at home, delaying their emancipation from the bondage of the home monopolists, for whose exclusive benefit all wars are fought. How can a God of righteousness help the workers of the superior nations to improve their condition as long as they are willing to help in crushing the working people abroad?

I then beg my Canadian Brothers to forgive me if they think I have been unjust to them in that article.

JOSEF GROS.

## Editor Railway Conductor:

Appended find statement of receipts received at the Home from all sources during the month of January, 1901:

O. R. C. DIVISIONS.			
NO.	AMT.	NO.	AMT.
2	\$25 00	141	\$12 00
7	12 00	166	12 00
44	5 00	243	24 00
61	12 00	247	12 00
83	12 00	259	12 00
122	12 00		
Total			\$150 00
L. A. to O. R. C. No. 28			12 00

## PERSONAL AND MISCELLANEOUS.

Brother L. S. Bryant, Div. 40 O. R. C.	\$ 5 00
Div. 285 O. R. C., burial expense Brother F. Willis	70 00
Brother W. F. Warren, Div. 9 B. L. E., 3 large turkeys.	
L. A. C. No. 82, box groceries.	
L. A. C. No. 79, souvenir comfortable.	
Committee Div. 1 O. R. C., 1 bbl. apples, 1 bx. oranges, 1 bx. tobacco and 1 bag nuts.	
Cheyenne, Wyo., L. A. C's, G. I. A's and L. A. F's, proceeds of a ball	17 11
Sold wagonette and harness.	110 00
Sold veal calf	8 19

## SUMMARY.

B. R. T. Lodges	\$119 05
B. L. E. Divisions	47 16
B. L. F. Lodges	12 00
G. I. A. to B. L. E.	12 00
L. S. to B. L. F.	8 00
L. A. to B. R. T.	5 00
Grand total	\$575 51

Mrs. T. B. WATSON,  
S. and T. R. R. Men's Home.

Highland Park, Ill.

## Editor Railway Conductor:

For some time I have looked through the correspondence department for some mention being made of Division 245. I believe I have to see the first article coming from this locality, and if I am correct I will endeavor to "break the ice." Some of the good members scattered broadcast may think we are conspicuous by our absence, but I'll venture to say conditions as they exist here would not permit of much space being taken in THE CONDUCTOR by our members, because business has been quite brisk, and so many of our members have been thinking more seriously about rest than anything else. To those unacquainted with Division 245 I will say, prospects for an increase of membership were never brighter. Some of the old time interest is shown and ere long we hope to

be able to stand among the prosperous once more. Our membership is scattered very much on account of many changes being made in the past two years to meet the demands of the traffic of the Santa Fe Route, which has been quite heavy of late. We have a solid delegation on the Kansas Southwestern Ry. and a representation on the Frisco, and meetings are getting more interesting, especially during the initiation ceremony. Brother J. W. Reed is again re-elected Chief Conductor, and a better pilot is nowhere to be found. It is very evident that his services are appreciated from the fact that he is again at the helm. It is to be hoped the year 1901 may prove to be one of success and general prosperity for the different orders and brotherhoods, and that more individual attention be paid to the different modes of improving conditions, which at present have a tendency to make railroading quite a lively business in so far as the employees are concerned. We have interests to protect no matter what our lot may be, and I believe if a few moments of careful study daily devoted to our welfare would be indulged in by each and every one of us it would not only prove beneficial to us as a body, but would be a source of pleasure and contentment personally.

In conclusion allow me to extend to all worthy Brothers coming through our lines the same as can be found elsewhere under similar conditions.

Arkansas City, Kan.

J. A. HOULE.

## Editor Railway Conductor:

Division 173 is situated in the banana belt of the Black Hills, where rich yellow stuff is taken out in abundance. We have no snow at all, and the days as they come and go remind us of one long summer day. Our business is fairly good on the road; 12 crews in the chain gang, 3 on mixed runs and 4 on passenger runs, making 18 crews altogether. There has been 12 crews pulled off since the stock run is over, and a great many of the boys have sought other fields of labor until the warm rains of springtime come and the grass comes forth. Then young cattle from the southern ranges commence to come in and the crews will be put back on again, thereby making the boys happy in giving seed to the sower and bread to the eater. I congratulate Brother F. J. Logan on his doubleheader article in January number. I hope that our next Grand Division will take some action on the matter of holding membership in both O. R. C. and B. R. T. I, for one, feel that the time has come when a man should not have one foot in each camp. It may do for social organizations, but not for labor organizations. So I do hope that our delegate will bring up this matter at the meeting of the next Grand Division.

Division 173 has just had an 18 days' siege with the general officers on the adjustment committee, and all our differences have been adjusted as nearly as possible under existing circumstances. Our general officers as well as our subordinate officers we believe are fair-minded men and will do as nearly as possible the fair thing. And above all things noble and grand was our officers agreed to not handle traffic on Sunday, which is not absolutely necessary, thereby giving the men a chance to throw themselves in against influences and privileges that will build them up intellectually and

morally and make them better husbands, fathers, employees and citizens. We want to thank them for this and say that this is a step in the right direction and will do more in solving the great problem of making the employees feel that the railroad company is their friend and not their enemy as in days gone by. It once seemed as though all they cared for the men was to get the most out of them for the least money. And ye scribe is safe in saying with the voice of the men that this was practicing false economy and a great loss to the company; for we do know what human nature is, and "if you will not love me I will not love you."

I want to tell you, my dear Brothers, that things are moving in the right direction up here in the Black Hill division of the Elk Horn, and Division 173 is abreast of the tide. We have changed our meeting days from the first and third Sundays in the month to the second and third Wednesdays of each month. Who will be the next to follow? Our election of officers was a grand success; Al Wright, our city mayor, was elected Chief Conductor. He who is known all over the country as the patriarch of the Black Hills and Charley Christ as S. and T. His business way of handling the office is commendable. He only serves one notice, so don't overlook that one.

A. F. WARD.

Chadron, Neb.



Editor Railway Conductor:

Division 115 has taken new life with the new year and the beginning of the new century. On January 5 our first meeting was well attended. We installed a part of the new officers, initiated a candidate for the honors and D. T. Williams was made an O. R. C. conductor. Saturday night meetings now by a vote of the Division.

A committee was appointed on January 25 to arrange for an excursion and picnic this season, and given authority to carry out the same in detail.

On January 19 our second meeting in the twentieth century—it looked like election night to see the old timers coming in. Why, there comes Jo Jo Kalus, an old timer in 115, but he has taken a withdrawal and cast his lot with the webbsfoots in Oregon. Kalus gave the Division the P. C. S. S. work or how to work a steamship company for a ride from Portland to Frisco and sleep in the captain's bed and eat at the head of the table. Jo says it's easy. Next in order was to obligate a Brother. A. B. Spear has decided to come back into the folds of the O. R. C. We extended the glad hand, helped up and started him out as a full fledged O. R. C. man. While all this was going on two applications were handed in and on February 2, if all goes well, we will promote two more. There are several petitions gone out. It looks like railroading to have the Brothers come up and ask for blanks. Brother Geo. S. Smith says he is going after a man. It looks like business to see twenty-five good, true conductors sitting in El Capitan Division once more. Bring 'em along! Jerry, go oil the car.

San Francisco, Cal.

M. G. PUMPHREY.



Editor Railway Conductor:

Division 166 is in a flourishing condition and bids fair to excel a number of years passed by. Our membership is now 110, with several more to be taken in the Order. The year 1900 has been a very

prosperous one to many of the Brothers at this place but I must admit also for some it has looked rather cloudy as several of the Brothers are still out of work, but it is to be hoped that in a little more time we will again see them back carrying the bills. The officials at this point are rather severe on the boys, in fact, too much so. Brothers Barnes and Roebuck, who have been for some time on the retired list, have been again reinstated and it was through the O. R. C. that this was accomplished. It seems the harder one tries to get along and avoid trouble the more he has, especially on the B. & O. system. I wish to call a great many of the Brothers' attention to the fact that it would be to their interest to attend meetings a little more regularly as they would be posted as to what is going on. I do not wish to be personal on this subject but unless I see more faces in the Division room in the future I will give names in full. So, Brothers, take warning and show up! I met Brother Jerry's wife on the street one morning not long ago and she told me that Jerry had not been to a meeting in two years. She remarked to me that on the second Sunday of December last that he went to attend but could not get in. Now I will state for the benefit of our Brother, all you would have to have done was to make an alarm on the outer door and some one would have looked after you.

I would respectfully call the attention of the Brothers going on the war path not to play too much on that part of the anatomy that will show up the least. Brother Taylor Spence, who looks after the tickets on the Zanesville accommodation, has been called to the west on account of the serious illness of his wife's mother. Now I dare say that there is not a more popular conductor anywhere in the land than Brother Spence. From the number of gilt stripes on his sleeve he has served his master almost 35 years. He is known by every man, woman and child between Zanesville and Columbus as the most careful conductor in the discharge of his duties, and is at all times ready and willing to assist a Brother. Do not understand this as a reflection on any of the others handling the punch for I don't think a more kind hearted set of men ever was connected with the rail than those running out of Newark, O. There are Brothers S. F. Moore and Can. Smith who are always glad to grasp the hand of a true Brother. Now I wish to speak a word in behalf of our worthy S. & T., Brother J. H. Meanor, who has filled the office so successfully for years. I can say without fear of contradiction that it would be hard to find one that is more efficient in the performance of his duties. He is always ready and willing to do his share in lending his hand for anything that is for the good of the Order. Brothers Miller Shafer and Willie Crouse are still pulling the bell cord on passenger and it is to be hoped that they may continue on so as they have both earned their present position through the many hard knocks they have had on freight. It is to be hoped that Brother McGuire, who can talk a hundred words a minute by putting a little fish worm oil on his jaws, will meet with success as general yardmaster at Shawnee, Ohio. Mc is a good "bye" but is awfully windy at times. Hoping I may have the exquisite pleasure of seeing large attendances in the future in the Division room.

A. F. HENLEY.

Newark, O.



### *Sunstroke—Policy Construed.*

The appellee, while in the performance of his duty as an employe of a railroad company, was fatally prostrated by sunstroke. Claim was made upon the association for the full amount purporting to be insured against fatal accident. The association refused to pay and the trial court resulted in a verdict and judgment for plaintiff. The policy provides that "if any injury causing disability or death entitling the insured to claim benefits under the provisions of this policy be caused or contributed to by sunstroke or freezing while not in the line of his duty as a railroad employe, then the limit of the association's liability will be one-fourth of the sum otherwise payable, anything to the contrary herein notwithstanding." On appeal the court held that there was an express liability under the policy where death is caused by or contributed to by sunstroke. That the language "if the sunstroke occurs while the insured is not in the line of duty, the liability is one-fourth." This certainly means if the sunstroke be received while in the discharge of his duty there would be a full liability. Judgment affirmed.

Railway Officials and Employees Accident Association vs. Johnson, Ky. C. of App., October, 1900.

### *Fraternal Insurance.*

1. **NON PAYMENT OF ASSESSMENT—BURDEN.**—A beneficial association alleging a forfeiture for non payment of assessments must show that the assessments were imposed strictly in accordance with the insurance contract.

2. **PLEADING—STATUTE.**—Where the statute provides that insurance contracts shall be liberally construed with a view to substantial justice; an answer by an association that an assess-

ment was duly made, and notice thereof given the assured, and that he failed to pay, were not objectionable for insufficiency, since the allegation that an assessment was duly made by reasonable inference, states that the conditions existed on which the right to make an assessment depended, and that it was made by the proper authorities.

3. **ASSESSMENT—DELEGATION OF AUTHORITY.**—An assessment authorized by resolution of the board of directors as to the date of making it and by a resolution of the executive committee as to the amount and necessity, held, not void because the directors had delegated their power to make the assessment to the executive committee.

4. **CONDITIONAL ACCEPTANCE—WHEN NOT A WAIVER.**—Where an assessment was paid after forfeiture, and received on condition that assured was in good health, when he was in fact at death's door, and died the next day, and the association promptly offered to return the money, the acceptance of the payment and execution of a receipt did not constitute a waiver of the forfeiture.

5. **REINSTATEMENT PROVISION.**—Where the certificate provided for the reinstatement of the insured after forfeiture, on condition that all subsequent assessments should be paid, the levy of a subsequent assessment against the insured did not waive the forfeiture.

6. **ASSIGNMENT.**—Where, as in this case, the policy was assigned after suit to the beneficiary's attorney for a small sum, it was the duty of the court to dismiss the action, since the assignment was void, champertous and against public policy.

Miles vs. Mutual Reserve Fund Life Association. Wis. S. C., Dec. 8, 1900.

NOTE.—The above decision is important as deciding a number of questions of almost daily

occurrence in assessment life insurance. It sounds a warning to all to keep their assessments paid up and exhibits the danger of neglecting this until impaired health alarms one to the sense of duty and necessity.



*Immediate Notice—Recovery.*

1. Where a policy provided for immediate notice with full particulars as to injuries or death as a condition of recovery, failure to give notice until two weeks after defendant's death, and until an autopsy had been made, and the body interred, will not prevent a recovery when there was evidence that the case of death was unknown until after the autopsy, notice being sent promptly on the day after receipt of the report of the chemists who made the analysis.

2.—REFUSAL TO ALLOW COMPANY'S MEDICAL EXAMINER TO EXAMINE BODY.—Where the policy provided that the company's medical advisor shall be allowed to examine the person of any person in respect to an injury, or the body in case of death from injuries, it is no defense to an action that an examination of defendant's body was refused, when it appeared that the first application for examination was made nearly a month after the burial, and that the organs removed by the coroner had not been replaced.

*Ewing vs. Commercial Travelers Mut. Acc. Ins. Co., N. Y. S. C., Dec. 13, 1900.*



*Surrender of Certificate—When Impossible—Proceeds.*

Where a benefit certificate is made payable to a certain person on surrender of the certificate, and such certificate is in possession of a person other than the beneficiary, who refuses to deliver the same, the condition "on surrender of the certificate" will be reasonably and equitably construed, and the beneficiary entitled to recover the insurance, though he cannot surrender the same.

*Smith vs. Supreme Council, Royal Arcanum, N. C. S. C., Nov 27, 1900.*



*Lame Arm Not Negligence—Packages.*

Where it appeared that a female passenger was admitted to a crowded train and rode in a car that had been attached to the regular train which did not come

up along side the platform at her destination. When she attempted to leave the car with her arm full of packages the train started with a sudden jerk and threw and injured her. Her free arm was lame and because she did not have the use of it whereby to hold on to the hand rods in alighting the company insisted this fact would defeat her recovery because of her contributory negligence. The court, however, held that a lame arm is not negligence and affirmed the judgment.

*Mary Taylor vs. Lake Erie & Western Ry. Co., Ind. App. C., Dec. 1900.*



*Negligence—Voluntary Relief Fund.*

A brakeman who is between two cars in a moving train to uncouple them is unable to look for or observe obstructions on the track, and the company may be liable for injuries which he suffers by stumbling over a pile of refuse between the rails, which it has had notice to remove and which he did not know was there. But the acceptance of benefits from the voluntary relief department of the defendant road by a member thereof deprives the injured employe and beneficiary of all right of action against the railroad for the injuries by reason of which such benefits were obtained. An employe must elect to either accept the benefits or sue for the injury. He cannot do both.

*P. C. C. & St. L. Ry. Co. vs. Elwood, Ind. S. C., Dec. 1900.*



*Separate Coach Law—Interstate Commerce.*

The United States Supreme Court in the case of the Chesapeake and Ohio Railway Company vs. The State of Kentucky, has sustained the Separate Coach Law for colored passengers. Justice Brown in his opinion stated that there is a sufficient compliance with the interstate law if a separate coach for local colored passengers is attached to a train while passing through the state.

Justice Harlan dissented, and said the law is an interference with interstate commerce and that the Kentucky Legislature has no right to classify citizens by color in railway coaches.

# OFFICIAL CHANGES.

Jno. B. Garrett has resigned as vice-president of the Lehigh Valley.

Hamilton McWhorter has been chosen president of the Augusta Southern.

William Scallon has been elected president of the Butte Anaconda & Pacific.

George T. Jarvis has resigned as general manager of the Wisconsin Central.

J. F. Wallace has been appointed assistant general manager of the Illinois Central.

Samuel Hunt has resigned as president of the Cincinnati, Portsmouth & Virginia.

W. H. Barnes has been elected president of the Western New York & Pennsylvania.

John J. Neifert has been appointed trainmaster of the Lehigh Valley at Hazelton, Pa.

D. C. Ogg has been appointed trainmaster of the Chesapeake & Ohio at Richmond, Va.

L. Malloy has resigned as superintendent of the Montana division of the Oregon Short Line.

E. H. Williams has been appointed trainmaster of the Oregon Short Line at Lima, Mont.

D. B. Lindsay has been appointed secretary and general manager of the Temiscouata Railway.

W. W. Wilson has resigned as assistant general manager of the Gulf Beaumont & Kansas City.

E. St. John has resigned as vice-president and general manager of the Seaboard Air Line.

H. D. Emerson has resigned as vice-president and superintendent of the Ohio River & Lake Erie.

George P. Johnson has been appointed superintendent of transportation of the Seaboard Air Line.

Percy R. Todd has been elected second vice-president of the New York New Haven & Hartford.

H. A. Kennedy has been appointed superintendent of the Kalispell division of the Great Northern.

Jno. H. Goodyear has resigned as assistant general superintendent of the Buffalo & Susquehanna.

J. V. Goode has tendered his resignation as general superintendent of the Ft. Worth & Denver City.

Hugh G. Bowles has resigned as superintendent of the Monongahela division of the Baltimore & Ohio.

W. C. Franz has been appointed trainmaster of the Toledo & Ohio Central with office at Bucyrus, O.

J. M. Daly has resigned as superintendent of transportation of the Delaware Lackawanna & Western.

H. G. Fitch has been appointed trainmaster of the Meadville division west of the Erie at Meadville, Pa.

J. F. Miller has been elected vice-president of the Cleveland Akron & Columbus. Headquarters at Akron, O.

O. O. Esser has resigned as superintendent of the Pennsylvania & New York division of the Lehigh Valley.

John E. Newell has been chosen president of the Ohio River & Lake Erie. Headquarters at Cleveland, O.

H. H. Hunnewell has resigned as chairman of the board of directors of the Kansas City Ft. Scott & Memphis.

J. C. Glason has been appointed assistant superintendent of the Cincinnati division of the Norfolk & Western.

J. B. Mendonhall has been appointed superintendent of transportation of the Deckerville Osceola & Northern.

J. S. Norris has been appointed general manager of the Baltimore & Lehigh. Headquarters at Baltimore, Md.

W. C. Whitmer has been appointed trainmaster of the Columbus-Newark division of the Baltimore & Ohio.

Henry Fink has been chosen president of the Cincinnati Portsmouth & Virginia, a part of the Norfolk & Western.



J. T. Harris has been appointed superintendent of the Calvert Waco & Brazos Valley. Headquarters at Marlin, Tex.

H. B. Spencer has been appointed general manager of the St. Louis-Louisville lines. Headquarters at St. Louis, Mo.

R. S. Logan has been appointed assistant to the general manager of the Grand Trunk. Headquarters at Montreal, Que.

R. E. Wells has been appointed general manager of the San Pedro Los Angeles & Salt Lake. Headquarters at Los Angeles, Calif.

R. G. Ward, formerly with the Southern Railway, has been appointed manager of construction of the Cuban Railway Company.

F. J. Dorsey has been appointed acting trainmaster of the Spokane Falls & Northern Railway System at Spokane, Wash.

A. W. Sullivan has been appointed assistant second vice-president of the Illinois Central, vice J. F. Wallace, transferred.

Ralph W. Hickox has been chosen first vice-president and James H. Hoyt second vice-president of the Hocking Valley Railway.

W. R. Morrison has been appointed assistant to the president of the Chicago Milwaukee & St. Paul. Headquarters at Chicago, Ill.

E. E. Scranton has been appointed vice-president and superintendent of the Ohio River & Lake Erie. Headquarters at Alliance, O.

V. E. McBee has been appointed acting vice-president and general manager of the Seaboard Air Line. Headquarters at Portsmouth, Va.

John T. Keith has been appointed superintendent of the Wyoming division of the Lehigh Valley. Headquarters at Wilkesbarre, Pa.

E. C. Allen has been transferred as trainmaster of the Erie and has jurisdiction over the Meadville division east and Franklin branch.

W. A. Witt has been appointed trainmaster of the Clifton Forge division of the Chesapeake & Ohio, with office at Clifton Forge, Va.

G. H. Olmstead has been appointed superintendent of the Montana division of the Oregon Short Line. Headquarters at Pocatello, Idaho.

C. W. Kouns has been appointed assistant general superintendent of the Atchison Topeka & Santa Fe. Headquarters at Topeka, Kan.

J. A. Droege has been appointed superintendent of the Pennsylvania & New York division of the Lehigh Valley. Headquarters at Sayre, Pa.

George J. Gildroy has been appointed superintendent of the Mahanoy & Hazelton division of the Lehigh Valley. Headquarters at Hazelton, Pa.

J. D. Coffey has been appointed trainmaster of the middle division of the Atchison Topeka & Santa Fe. Headquarters at Newton, Kas.

G. E. Ayer has been appointed superintendent of the western division of the Atchison Topeka & Santa Fe. Headquarters at La Junta, Colo.

George Wright has been appointed trainmaster of the Piedmont and Washington districts of the Chesapeake & Ohio at Charlottesville, Va.

H. F. Coyle has been appointed assistant general superintendent of the Mahoning division of the Erie Railroad. Headquarters at Youngstown, O.

J. G. Hartigan has resigned as assistant general superintendent of the northern and western lines of the Illinois Central, and that office has been abolished.

J. R. Dearth has been appointed passenger trainmaster of the Meadville, Cincinnati, Mahoning and Lima and Chicago divisions of the Erie and Chicago & Erie.

F. C. Fox has been appointed superintendent of the New Mexico and Rio Grande divisions of the Atchison Topeka & Santa Fe. Headquarters at Las Vegas, N. M.

J. E. Martin has been appointed assistant superintendent of the Hartford division of the New York New Haven & Hartford. Headquarters at Hartford, Conn.

A. S. Ingalls has been appointed superintendent of the Cleveland & Indianapolis divisions of the Cleveland Cincinnati Chicago & St. Louis. Headquarters at Cleveland, Ohio.

H. G. Farrar, trainmaster of the Birmingham division of the Southern Railway, has been transferred to Columbus, Miss., to succeed W. J. Francis as trainmaster at that place.

R. G. Curtis has been appointed assistant superintendent of the Air Line-Northampton division of the New York New Haven & Hartford. Headquarters at Westfield, Mass.

F. A. Bates has been appointed master of trains of the third division of the Plant System of railways, with headquarters at Thomasville, Ga., including the Thomasville terminal.



When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your name, Division number and address.



We are pleased to acknowledge receipt of ball invitations issued by Divisions 22, 95, 276 and 345.



Brother J. P. Russell of Division 271 has been promoted to chief clerk to the general manager on the A. C. L.



Brother S. H. Henry of Division 314 is shy a C. & P. switch key, No. 557, that he desires returned to him at Cleveland Shops, Ohio.



Clifford Tyler, a telegraph operator, will hear something to his advantage by communicating with F. D. Tucker, trainmaster, C., M. & St. P. R'y, Ottumwa, Iowa.



A number of letters both Ladies and Fraternal were necessarily held over on account of the volume of matter contained in them. They will appear in our March number.



Brother C. A. Brodie of Division 48, better known as "Doc" among the boys generally, has been appointed general yardmaster of the Solvay Process Co. of Delray, Mich.



Brother J. B. Crosby, of Albion, Pa., is very desirous of securing a copy of THE CONDUCTOR under date of January, 1898. Will any Brother having this number to spare kindly notify Brother Crosby.



We are pleased to call attention to the promotion of Brother F. J. Dorsey of Division 47 to the position of acting trainmaster of the Spokane Falls & Northern Railway system, at Spokane, Wash.



A bill has been introduced in the house of representatives prohibiting the operation of a street car having a flat wheel or broken flange. A penalty of \$100 a day for each car so operated is fixed by the act.

On December 28th the spike was driven which completed the Southern Pacific company's new line from San Francisco to Los Angeles via the Coast Line and Santa Barbara. Through train service will be inaugurated early in February.



It is a pleasure to mention the promotion of Brother F. A. Bates of Division 311 to the position of trainmaster of the third division of the Plant System. He will also have jurisdiction over the Thomasville terminal. Headquarters at Thomasville, Ga.



Several Division secretaries have kindly furnished us with lists and addresses of their members. Among this number were very complete lists from 91, 141 and 261 and we wish to express our appreciation of the considerable effort necessary to so complete a compilation.



A bill has been introduced in the Missouri Legislature requiring all railroad companies or persons in the public transportation business to furnish separate cars or coaches for white and for black persons. Each car shall be divided by a partition and the doors marked, specifying the apartment for each.



The Westinghouse Companies' publishing department have issued a booklet which is a reprint of a paper read by Mr. Francis Hodgkinson before the Engineers Society of western Pennsylvania. It is the most interesting and instructive subject pertaining to steam engineering—The steam turbine. The booklet is replete with half-tone engravings and contains a practical analysis of this class of motive power.



How many of our members stop to think of the individual influence he wields as a member of a labor organization? Not long since our attention was called to a self acknowledgement of that influence by a tradesman who asked one of our Brothers if his patronage could be given to our Order in any way that would seem like reciprocity for the trade he was getting from the conductors. He was glad

have the opportunity to contribute a dollar toward a subscription to THE CONDUCTOR. When our influence tends to bring subscribers begging to our door it is pretty nearly time that we were ourselves taking some interest in securing the fruits that hang within reach and which at the same time has the tendency to enlarge our acquaintance with the outside world, and show them what a noble institution we really are.

been connected with their or any other reputable detective institution since. The cut which we present is reproduced from photo 319 of the collection of the Metropolitan Police Department of Kansas City, Mo. The same describes him as age, 37; height, 5 feet, 10 inches; weight, 175 pounds; build, medium stout; hair dark chestnut; eyes, brown; complexion, dark; occupation, detective; scars on back of left hand, on tip of right index



The above is a portrait of one W. W. Ansley, alias W. M. Ainslee, who, at this writing, is in jail in Kansas City, charged by a conductor on the Kansas City, Ft. Scott & Memphis Railway with having received blackmail upon the conductors on that road by having represented himself to the conductors as being in charge of a number of persons who were engaged in checking the conductors on that line, and by proposing to them that if the conductors would pay him \$10 each, he would see that favorable reports were made. For the purpose of getting a case against him, a small amount of money was paid to him by one of the conductors, who took his receipt therefor. He was then arrested and put in jail, and we are informed, has been indicted by the grand jury. It is stated that Ansley has attempted to work the same, or similar system of blackmail in other portions of the country during the past two or three years, having reported himself as being in the employ of different detective agencies. Furlong's Secret Service Co. of St. Louis, Mo., state that this man was in their service as a guard of property on the Wabash Railway for a short time during the 1895 strike but that he was found unreliable and was dropped from their service. They say he has never

finger and on left jaw.

Since the above was written Ansley has been sentenced to six months in the county jail.

We are constantly receiving letters from members of the Order who claim that they have not received their CONDUCTOR from one to three years. While we feel encouraged that they have mustered up sufficient interest to inquire after it, the complaints they send in, when investigated, ninety-nine times out of every hundred, show that his failure to receive THE CONDUCTOR has been through pure disinterestedness on the member's part to notify us of his change of address. In cases of this nature THE CONDUCTOR continues to go to his old address and is destroyed there after being held fifteen days. We do not redeem second class matter, nor will it be returned unless we pay postage. We wish that our members will make use of the blank form in the rear part of each issue of THE CONDUCTOR when they desire change of destination of same. We are making every effort to have THE CONDUCTOR reach our members if they will but take sufficient interest to say where they want it sent.

Divisions 194 and 252 have very kindly remembered us with invitations to their ball on February 18 and 27 respectively. Auxilliary 16, of Erie, Pa., also extend invitation to their masquerade ball on February 22.

Ganton's Magazine for February contains "Trusts and Business Liability," "Chinese Civilization," "Strikes and Lockouts in North Carolina," Speculation: an incident in National Development," "Review of the month," Electrical Development" and a number of other interesting articles.

We are indebted to several Brothers for some very interesting views which will soon be reproduced in THE CONDUCTOR. Among those who furnished views was Brother P. Monihen, of Division 114, but now in Company H., 17th Inf., Manila, P. I. The pictures he sends represents the execution of two criminals by hanging.

Brother G. H. Saunders, of Division 394, while visiting in Fort Worth recently, had the misfortune to have his watch, pocket-book, Division card No. 1745, and his receipt stolen from his room at the Metropolitan Hotel. The Brothers will kindly be on the lookout for anyone handling the same, and secure them if possible and advise this office promptly of their success.

A letter addressed to Brother D. M. Turney, containing Division card for 1901 and his receipt for dues, was mailed to his address, Cardenas, Mex., by the Secretary of Division No. 53. The letter reached its destination, but was stolen before Brother Turney secured it. The Brothers in that locality are requested to be on the lookout, and if the thief or card can be located, promptly advise this office.

The Forum for February is a very interesting number, containing the following: Rehabilitation of the Democratic Party; Nationalization of the State Guards; The Spellbinders; Four Legs and Two Legs; Lessons of the Election; The Anti-Scalping Bill; The Negro and Education; Laws and Usages of War at Sea; Sheep and the Forest Reserves; The Status of Porto Ricans in our Polity; The Monroe Doctrine and the Hay-Pauncefote Treaty; Should Woman's Education Differ From Man's; American Trade Unions and Compulsory Arbitration; The Dark in Literature.

The following Division Cards have been

lost or stolen. If presented please take up and send to the Grand Secretary.

CARD NO.	NAME.	DIV. NO.
1666	D. M. Turney	53
3665	L. K. Avery	139
3666	F. S. Morse	139
3667	S. H. Tulley	139
3668	E. Pledge	139
3669	G. R. McDougall	139
3670	J. B. Whitley	139
3671	J. Totsch	139
3672	F. A. Malloy	139
5937	C. V. Rainey	184
5936	E. A. Eacutt	180
1745	G. H. Saunders	390

The North American Review table of contents for February, 1901: To the Person Sitting in Darkness, Mark Twain; Musings upon Current Topics, Benjamin Harrison; John Marshall, Statesman, H. C. Lodge; What England Ought to Do, A Continental Observer; American Troops in the Light of the Pekin Expedition, Captain W. Crozier, U. S. A.; Legal Safeguards of Sanity, Allan McLane Hamilton, M. D.; Causes of the Conservatism of England, Augustine Birrell; Practical Efficiency of the Banking Law, J. B. Forgan; Plight of the Democratic Party, Perry Belmont; The South and the Negro, Marion L. Dawson; "Substitutes for Ship Subsidies," A Reply, A. R. Smith; The Great Religions of the World—VI.—Sikhism and the Sikhs, Sir Lepel Griffin; Mark Twain: An Inquiry, W. D. Howells; Victoria and Her Reign, Lady Jenne.

The laying of a third telegraph cable between the Netherlands and England, from Zandvoort to Lowestoft, was commenced on the 8th of October last. The cable comprises four wires, which will extend all the way from London to Rotterdam and Amsterdam. Telegraphing over these wires will be done by means of the Hughes apparatuses, and at busy times with duplex Hughes apparatuses. The cost of construction of the cable will be borne by both countries. The cable, which will be ready for use in a few days, will greatly accelerate the telegraph traffic between the Netherlands and England. The new connection will also expedite the receipt of American cablegrams via London, as one of the wires will be immediately connected with the cables of the Anglo American Telegraph Company at London, thus making cabling to the United States possible without the intervention of the London office.

The figures for the years 1899 and 1900 show that the biennial period just closed was a prosperous one for our Order. On

December 31, 1898, the Order had 388 subordinate Divisions, containing 21,950 members. On December 31, 1900, it had 407 subordinate Divisions, containing 24,644 members.

On December 31, 1898, the Mutual Benefit Department of the Order had 17,403 members, carrying insurance aggregating \$34,817,000. On December 31, 1900, this Department had 20,415 members, carrying insurance amounting to \$39,881,000.

During the years 1899 and 1900 the Benefit Department paid insurance claims as follows:

181 claims of \$1000.00 each.....	\$181,000.00
121 claims of \$2000.00 each.....	242,000.00
176 claims of \$3000.00 each.....	528,000.00
16 claims of \$4000.00 each.....	64,000.00
2 claims of \$5000.00 each.....	10,000.00

Total.....\$1,025,000.00

3

A bill is pending in the Missouri Legislature to reduce the rate of passenger fares on all railroads within that state, from 3 cents to 2 cents per mile. This means several things: It means to the railways a difference of one-third the earnings of their local passenger business and a corresponding reduction in in train service which must necessarily lessen the facilities of traveling for the

public. It means a reduction in force if not in wages of the employees who are now working for an amount that barely enables them to secure educational advantages for their children and clothe them. In any event such a law can work but a hardship upon all connected with railway service, and we trust the legislature of that state will fully appreciate the far-reaching effect of such a measure. No law is fair or just which takes away from the producer the right to establish a price for his goods and makes him operate at a loss to himself or which has the effect of working a hardship upon his employees. It is vicious in nature and its purpose is to secure for a few persons who travel a cheaper rate, while assuming to benefit the majority whose yearly travel will not exceed 10 miles per capita. Apply the proposition to any other industry except railroad business and how quickly the injustice of such a measure would be proclaimed! Railroads seem to be the common target for all adverse legislation and any act contemplating an advantage over this industry that has done more toward pioneering civilization than all other forces combined, seems to be hailed with delight by some who would not hesitate at any sacrifice to gratify selfish motives. An old moral seems quite applicable here—"it makes a difference whose ox is gored."



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3	Brass	1000
4	Aluminum	1000
5	Copper	1000
6	Lead	1000
7	Zinc	1000
8	Iron	1000
9	Steel	1000
10	Brass	1000
11	Aluminum	1000
12	Copper	1000
13	Lead	1000
14	Zinc	1000
15	Iron	1000
16	Steel	1000
17	Brass	1000
18	Aluminum	1000
19	Copper	1000
20	Lead	1000
21	Zinc	1000
22	Iron	1000
23	Steel	1000
24	Brass	1000
25	Aluminum	1000
26	Copper	1000
27	Lead	1000
28	Zinc	1000
29	Iron	1000
30	Steel	1000
31	Brass	1000
32	Aluminum	1000
33	Copper	1000
34	Lead	1000
35	Zinc	1000
36	Iron	1000
37	Steel	1000
38	Brass	1000
39	Aluminum	1000
40	Copper	1000
41	Lead	1000
42	Zinc	1000
43	Iron	1000
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# The Railway Conductor

MARCH



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VOL. XVIII.

CEDAR RAPIDS, IOWA, MARCH, 1901.

No. 3.

## THE WIZARD OF WALL STREET.

BY ROBERT BARR.

"I am a citizen of no mean city," said St. Paul, and the spirit of this phrase has run down through the ages. It is remarkable that a man should take importance unto himself in as much as he hails from a big town, but such is almost universally the case. The dweller in a city numbering a million inhabitants looks with a certain contempt upon the man who comes from a town of five hundred thousand.

In the world of stock speculation, stern fact gives some basis to this theory. The 'cute man of the village, who has overreached all his neighbors, and consequently has acquired some conceit of himself, goes to the county town and is looted. The sharp individual of the county town betakes himself to the chief city of his state, and ultimately returns penniless. The chief dealer in the city marches triumphantly on Chicago, and if he does not beat a retreat it is because he has no money left to pay his fare home. The boss of the Chicago Stock Exchange takes the Limited to New York, and Wall Street shears him to the skin.

The Wall Street man, on reading the above, will say at once, "You forget the career of Jim Blades." As a matter of fact I do nothing of the kind. He is the exception that proves the rule, and it is an incident in his life that I now set out to tell. Jim had sacked his village, sacked the country town, sacked the biggest city in his state, and then had turned to Chicago and had gathered in

the frugal savings of that celebrated hamlet. By this time Jim had achieved a national reputation. He was well worth the plucking; and when the papers announced that Jim thought the Chicago field of operations all very well for an ordinary man, but too restricted for a person of his acquirements and genius, therefore he would make New York his future residence, Wall Street rubbed its hands together, smacked its lips and chuckled. Jim was following a well-trodden footpath, and the average successful Chicago speculator, "wi' a guid conceit o' himsel'," had done much in days gone by to enrich the eastern metropolis.

I have no desire to harrow the tender feelings of Wall Street, and so will not dwell on Jim's experiences on that narrow thoroughfare. He gave them a few lessons on what might be done with railways; he flung abroad a little instruction on shares and stocks in general, and the mysteries of their going up and down. Then he topped everything with his justly celebrated wheat corner, at a moment when people thought he was interested in the Wabash Railway, and not only New York, but all America, and even remote districts of Europe, were induced to pour contributions in cash or kind into the insatiable pockets of Mr. James Blades.

After that, New York spoke of him with bated breath and deep respect. His keen, inscrutable hatchet face carried terror among the operators on 'Change,



and they exhibited a superstitious nervous desire to know on which side of a deal Jim was, before they would touch the most innocent of stocks. "Walk wide of the Wizzard of Wall Street" was their motto.

Jimmy did not say much; he was not a talkative man; but he intimated to a few friends that he was pleased with New York. It was a nice place, where an honest countryman who always spoke the truth and rose early might pick up a few things now and then on "The Street." If Blades paused for a few moments before the town office of the D., L. & W. on Broadway, its stock instantly went up a few points, and one of the papers advised the United States government to put double padlocks on the sub-treasury building in Wall Street while Jim was in town.

The great speculator was at the zenith of his career when he came into collision with Peter McKim, a humble railway conductor. Nearly all of those who relate this incident have got it wrong, and none of them know the real inside of the matter, which is here made public for the first time. Some say that McKim did not know it was Jim Blades he was dealing with, and others that he was unaware at the beginning of the fuss, but that when this knowledge came to him, he had gone too far to retreat. Both are wrong. Blades had traveled to town on that train for months, and McKim was accustomed to greet him by name every morning until after the row.

A railway conductor must be the most urbane of men. Under his care, sooner or later, he passes every kind of crank in the world, and goodness knows the woods are full of them. There is the man who won't show his ticket; the woman who expects the conductor to know every farm house he passes; the man who won't pay his fare or get off; the woman who wants to go to some town not on that line or any connecting line; the man who desires to occupy four seats when he is entitled only to one; the woman who has mislaid her purse, thinks it stolen, and wants the rest of the passengers searched; the man who insists on having the window open because the car is too hot; the woman who insists on

having it closed because the cinders are blinding her. He must not have a commotion on his train or the women will scream; he must patiently accept blame for the company's shortcomings, with which he has no more to do than you have; he must collect your fare if you have no ticket; and he is loth to put you off if you refuse, for you may bring suit against the road and win it, whereupon the company dismisses him for lack of tact. Above all things, however worried he may be, he must keep his temper, although the passenger is quite at liberty to lose his. He must be ever pleasant and courteous, and he is; but even a conductor in a land of liberty has his rights, while his patience, like some of the trains, is limited.

Peter McKim took up tickets on what was known as the Wall Street Express of the Lackdale and New York Railroad—not that the train ever reached Wall street, or even the metropolis, for its terminus was in Brooklyn, and the passengers had to achieve New York by bridge or ferry, as best suited them. The train left Lackdale at 9:10, and carried the stock-broking contingent to the city; hence its name. Scoffers called the patrons of this train "The Bunco Brigade," but this way was very wrong, for some of the brigade were exceedingly wealthy. It is unwise to nick-name the opulent; we may be rich ourselves some day.

Jim Blades was a constant traveler by the Wall Street Express. His country residence was at Lackdale, and he was a "commuter," that is to say, he carried a commutation ticket, into one square of which the conductor punched a round hole every trip, until the piece of paste-board was exhausted; then Jim had to buy another. The commutation ticket was not only a labor saving device, doing away with the necessity of frequent calls at the ticket office, but it also made travel very much cheaper, and this was an important point with Jim, who, being a millionaire over and over again, naturally had a "close-fisted eye," as his gardener used to say.

One morning Peter McKim came through the smoker with his usual remark, "Tickets, gentlemen, please." Mr. Blades was busily talking with an acquaintance,



and as he talked he ran forefinger and thumb absent-mindedly into the ticket compartment of his coat, then into his vest pocket, next searched his trousers, and finally said to the waiting conductor:

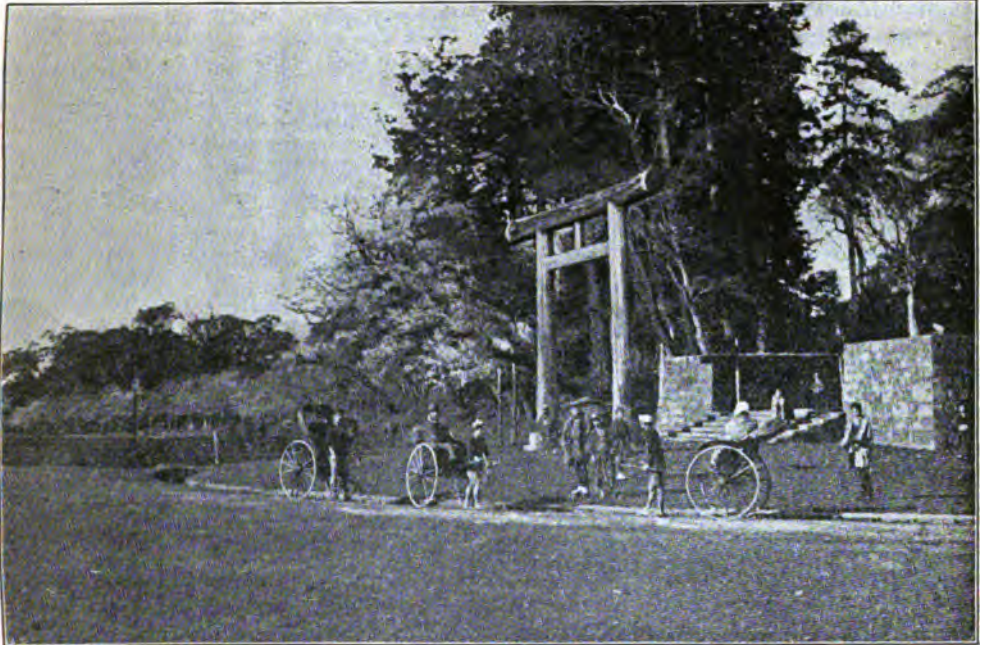
"I've forgotten my ticket. I'll give it to you tomorrow."

Blades went on with his conversation. The conductor stood at his elbow for a moment, then remarked quietly:

"Perhaps it is in your pocketbook, Mr. Blades."

elected president of it." While another remarked, "No use, Jim. The conductor's been nipped in Wall street before. Pay up," all of which, though good humored, seemed to incense Mr. Blades still more.

"I mean by this train," explained McKim, "that I don't do that sort of thing. Other conductors may, but that's nothing to me. I have to obey the company's orders, and I either punch a ticket or collect a fare."



ENTRANCE TO TOSHO-GU, UYENO PARK. JAPAN.

"No, I never keep it there. You can punch two holes in it tomorrow."

"I'm sorry, sir, but that's against the rules. I must have your ticket or charge you full fare."

"Nonsense!" cried the speculator, annoyed at the man's persistence, "I'm not the first person who's forgotten his ticket. It's quite usual to punch two holes the next day."

"Not on this train, sir."

"This train? What's the matter with this train? Ain't we as honest as on any other train?"

There was a laugh and some one said, "The Bunch Brigade! I move Jim be

"Oh, you do, do you! What does your company amount to, anyway? Stock down to 13%," said Jim, with the contempt of a man who dealt with large and prosperous railways. And now came the time for the conductor to lose his temper, which, of course, was inexcusable.

"It won't make the stock go up, if passengers succeed in beating their way over the line. I want your ticket or a dollar."

James Blades became white around the lips. To be flouted thus by one of the most insignificant servants of one of the poorest lines in the United States was unbearable to him—a man to whom the rail-

ways and constellations of railways were merely counters in the game he habitually played. He rose from his seat, and stood in the passage, confronting the intrepid conductor. There had been a good deal of hilarity in the car at the beginning of the controversy, but now silence fell, and interest became intense. None there had ever seen Jim Blades angry before, and all wondered which of the two would give way. The conductor was technically in the right but tactically in the wrong. Every man present knew that the company would not sustain him for thus baiting so great a man as Blades over the insignificant sum of a dollar, and they felt sorry for the conductor, even while they had a certain sympathy for the passenger.

"Do you mean to say that I have tried to beat the road?"

"I say I want your ticket or a dollar."

"Do you say I tried to beat the road?"

"I am not here to answer your conundrums. My business is to collect fares. I'll trouble you for a dollar."

"Well, you won't get it. And look here, Mr. Man, you'll be off the road and looking for another job before this time tomorrow."

"That's all right. I may be off the road tomorrow, but you'll be off this train in less than ten minutes if you don't fork out a dollar, and that mighty sudden, too."

"Who'll put me off?"

"I will."

"Just you try it."

"Do you refuse to pay?"

"Yes, I do."

The conductor raised his right hand to the communication cord suspended above the center of the aisle and gave it a short, sudden jerk. The silence was so profound that every man in the car heard the scizz of the automatic air signal, which told the driver to stop the train. Next instant there echoed through the train the brief toot of the whistle by which the engineer answered the signal, then the grind of the air brake. As the train slowed, Peter McKim crooked his finger toward a sullen brakeman who stood by the door at the farther end of the car, and the man came forward beside his chief. By a quick movement the men acted simultaneously, and grabbed Mr. Blades by

wrist and shoulder, not only holding him helpless, but dragging him, in spite of resistance, toward the door. Although Jim's mind was a match for all New York, his physical qualities would not have met the approval of Mr. Muldoon.

At this juncture the man with whom Jim had been talking arose and interfered.

"Hold on, conductor, you are going too far. You surely do not intend to put Mr. Blades off in the middle of a swamp?"

"I'm going to do that very thing," said McKim grimly.

"No, you are not. Carry him to Brooklyn, and make your complaint there if you want to."

"I favor or disfavor no man on this train. If a man acts like a gentleman, he'll be treated like a gentleman; if he acts like a tramp, he'll be treated like a tramp."

There was a democratic flavor about this statement that appealed to the majority. Besides, they resented the outside interference which threatened to spoil a first class row.

"Oh, pshaw," said the peacemaker, "what's the use of making such a fuss over a dollar. Truth is, you are both in the wrong. Conductor, here's your money. Hands off, Mr. Blades, if you please."

As the man pulled out a silver dollar and tendered it to the conductor, there was a low growl of disapproval throughout the smoking car. No ladies were present, and the occupants were loath to miss the climax of a sensation; curiously enough the angriest man at the intrusion was Jim Blades himself. He turned like a roaring lion on the intruder.

"Will you keep your cursed money in your pocket?" he cried.

"Can't do it, Jim, when you're in the neighborhood," replied the man good-naturedly, at which there was a laugh.

"'Tain't the first dollar you've looted out of me, and I speak for the crowd. Come, come, Jim, sit down, You're too good a business man to expect this trainload to lose ten thousand dollars' worth of time over a dispute about a hundred cents."

Perhaps Blades saw the absurdity of his position, but, be that as it may, he

dropped into the nearest seat, drew his slouch hat over his frowning brow and said no more. The conductor, as soon as he received the money, jerked the rope twice, the engine gave two answering whistles, and the train sped on to its destination.

When Jim Blades left the terminus he did not go to his place of business, but betook himself instead to the general offices of the Lakedale and New York Railroad Company, and went in upon the general passenger agent. Now, a general passenger agent is a suave and diplo-

G. P. A. will not speak to you soothingly about it, and promise all sorts of amendments.

"I have been grossly insulted on your road this morning," began Blades, "by a conductor named McKim."

"I am very sorry indeed to hear it," replied the passenger agent mildly.

"Are you? Well, you can express your sorrow by bouncing this conductor."

"What did he do?"

"Do? What didn't he do? I left my commutation ticket at home this morning.



KIOMACHI, YOSHIWARA—JAPAN.

matic individual. He meets the newspaper men and gives them interesting items about his road, and it is his duty to persuade the public that his particular line is the best equipped, fastest and most comfortable in the world. He gets out attractive pamphlets with maps showing that his road goes in a direct bee-line from important point to important point, whereas in reality it may wander all over the land, and he will give you as many of these pamphlets as you want for nothing. Your case must be bad, indeed, if the

He demanded full fare, which I refused, telling him he might punch two holes in my ticket tomorrow—quite the usual thing, I've seen it done a dozen times—but he wouldn't have that, and actually laid hands on me. Came within an ace of throwing me off the train."

"Oh, well, we'll return the dollar, and I'll apologize on behalf of the company. How will that suit you, Mr. Blades?"

"It won't suit me at all. I don't care a hang about the dollar, and apologies are cheap. I want the man fired."

"Rather rough on McKim, you know. He was merely following instructions. Whatever blame there is rests with the company that issued the rules. You know enough about railroading, Mr. Blades, to be aware that a servant who obeys orders is not censurable."

"Regulations — rules — orders! Look here, I've had enough of that kind of talk. Say, are you going to discharge that man or are you not?"

"I really don't see how I can."

"Don't you? Where's the president?"

"Front room—end of passage. I regret very much that —"

But Blades had gone, and had banged the door behind him.

The president of even a minor railway is a great man. He is usually under the impression that he runs the universe, although it may be only a single-track line that he operates. Therefore you must approach him with a certain amount of deference if you expect to carry your point with him. If you brush aside that underling who offers to take in your card, and if you stride into the president's room with a slouch hat on the back of your head, and more especially if you advance angrily to his great desk and pound your fist on it, thundering forth orders, why, the man will come to the conclusion that you think you run the universe, whereas he knows that he is doing it; hence there will be trouble, and you will be shown to the door. The president of a railway does not need to be polite, except to his equals, and he knows he hasn't any. The passenger agent is paid to attend to that department.

The interview between Jim and the president was brief, abrupt and conclusive. The former went direct to the office of his chief broker. He was now so angry that all appearance of anger had departed from him, and his broker thought him as calm as he usually was.

"Mr. Thurlow," said the speculator, "I want you to buy for me the Lackdale & New York Railroad."

"All the stock, sir?" asked the broker.

"I merely want a working majority. I intend to reorganize the staff from president to conductors, so get me enough stock to give me legal control. It stands at 13½ I think."

"It has gone down a point since yesterday's quotations. You want this done quietly, of course."

"Quietly until you have got all the stock you want; after that I don't care who knows I own the road. In fact, as soon as I possess it, you may as well give the deal away to the papers, but be sure you have your quantity first."

Before the close of the week Jim Blades was practically master of the L. & N. Y. R. R. The buying of such a block of stock in such a short time raised the price until it reached 17¼. The next morning the papers had various items about the matter, and from these items the following is reprinted, as giving the gist of the intelligence:

"The majority of the stock of the L. & N. Y. R. R. has been acquired by Mr. James Blades. The purchase was carried through so quietly and expeditiously that the rise was comparatively small, as will be seen by consulting our financial column. A reporter saw Mr. Blades yesterday afternoon, but that gentleman declined to be interviewed on the matter. His brokers, Messrs. Thurlow & Sneed, were scarcely less reticent, but they admitted that the road had been bought by Mr. Blades. Those in the know say that the Plainville extension will now be carried forward, and this will give the road the connections it has long needed. A complete reorganization of the staff will be one of the first results of the new ownership."

The effects of these announcements were amazing, and went to show how easy it is for a man who has much money to make more. The stock went up by leaps and bounds to 60. Technically Blades could not have removed the president and the passenger agent until the annual meeting of the stockholders; but, as one of Jim's friends said, these gentlemen "knew when they were up against it," and they sent in their resignations. Promptly an order went down the line for the discharge of Conductor McKim, and then Jim's brokers quietly unloaded the stock on a discriminating public, who now regret that they made the investment.

Did Mr. Blades' conscience trouble him that he had deprived three men of their employment?



Jim expected that the conductor would come to him and beg forgiveness and a new position. Sure enough, a few weeks later Peter McKim sent in his card to the great magnate at his Wall Street office.

"Show him in," said Mr. Blades.

Peter McKim came in, rather well dressed for a man out of employment, but Jim paid such little attention to his own clothes that he never noticed those of any one else.

"How are you, Mr. McKim? Have you found another job yet?"

"Oh, no, it isn't. You merely think it is. Everybody calls you Jim. But we won't quarrel about names. I'm a college man myself, although you might not think so, and the most money I ever had was forty dollars a month. I had to be deferential to every one——"

"Oh, you're a mighty deferential man!"

"I had to be, I said, or I would lose my place. When I was put on the Wall Street Express—the passenger agent is an old college chum of mine who had got on



MATLUCHIYAMA. ASAKUSA, JAPAN.

"No, sir, I haven't."

"Well, I allowed you to come in here just to have the pleasure of telling you that I never accept an apology, and that when I hit a man I hit him hard. So you see it's no use appealing to me."

"Quite so, Mr. Blades. I just dropped in to tell you that, in spite of appearances to the contrary, I was not the least angry with you that day on the train."

"Angry with me? Well, I'll be ——. For straight cheek that beats me."

"Yes, and you're not easy to beat, Jim."

"Look here, my man, I'm not going to have any more of your impudence. My name is Mr. Blades."

better in the world than I did, and he gave me the position—I took tickets from the Bunco Brigade, men worth all the way from five hundred thousand to ten millions and more when you came along. Now I studied these men, listened to them talking, and kept asking myself, 'How do such people make so much money, when I'm plugging along here for forty dollars a month?' When you came the problem presented still greater difficulties. Here was one of the richest men in America, all of whose money had been made in the last few years, yet he was a person of no education, with manners of a dock-wollop, the hayseed of a western farm

hardly yet out of his unkempt hair."

"Now you go on like that for a minute more, and I'll have you thrown out of here."

"Yet there was undeniable power in his sharp, granite face; dogged resolution, infinite courage; a flash of the eye that showed an ability to make a decision as quick, as unerring, and as final as a stroke of lightning."

"Yes, you'd better hedge."

"I was fascinated with the study of that face. The evil qualities were as plainly discerned as the good. Fierce anger when aroused, then an implacable desire for revenge, a determination to get even, and a cruel ruthlessness in the execution of any project."

"Now, I warned you once."

"I sized you up, Jim, and had the conceit to put myself against the man who had beaten all America. I said to myself, 'The man that can make Jim Blades angry can do what he likes with him.' I had no money, so I went to see my friend, the passenger agent. He owned 5,000 shares in this no account road, and the president owned 12,000. Nominally this stock hovered between 11 and 12, but there was no market for it, and it couldn't be sold at any price unless the Plainville extension was put through. I unfolded my plan to the G. P. A. and he took me up to the president's room. There it was discussed and viewed from all sides. The president was afraid that I would merely get them into a big suit for damages, and that you, with all your money, would have the best of it; but I pointed out that even if you did take to the law, the road was all but bankrupt anyhow, and couldn't be in any worse position. 'Don't you fear,' said I. 'Jim Blades will never go to the law for revenge. I'll deliver Jim Blades to you some fine morning the maddest man in New York state, and all you have to do is to fire him out, and he'll buy this road merely to bounce the lot of us. Whenever it is known that Blades owns the road the stock will jump up like mad. Then you sell out.' 'But how will it become known?' asked the president, and I replied, 'He'll tell it for us; he'll want to make money out of the deal; a man like him can't help making money in a scheme for vengeance.'

"'What's to hinder us announcing that he has bought the road, without running the risk of angering him?' asked the G. P. A. 'Nothing,' said I, 'except that he would deny it next day, and prove his denial.' 'What are you going to make out of the deal?' inquired the president. 'I want you and the passenger agent to lend me 1,500 shares of stock for a few weeks. Or, rather, I want you to give me a 'call' for thirty days on 1,500 shares at 11½. I'll merely take the profit, that is the rise, on shares during that time. And so it was arranged. It all came off on schedule time, thanks to my reading of your character. I punched tickets, and threatened to punch heads, so here am I, a well-to-do man, while my friend, the G. P. A., is comfortably off and the president is rich."

Jim Blades pondered for a moment, scratched his head, made a grimace, then said abruptly:

"How much did you make?"

"I sold at 58½; might have made a couple of thousand more, but was afraid to hang on too long. I netted exactly \$70,500."

The great speculator's eyes partially closed, and he spoke in a voice of extreme friendliness.

"Say, Mr. McKim, I can tell you how to double that money before tomorrow night."

The ex-conductor laughed.

"No you can't, Jim, for I've put it all into government bonds. I've never yet earned five hundred dollars a year, and now I have an assured income as long as the old United States lasts."

If Blades felt any chagrin his poker face gave no indication of it. As McKim rose to take his leave, the speculator remarked casually:

"When you see your friends, the president and the passenger agent, just tell 'em for me, that I made more money out of the deal than the three of you combined."

Peter had his hand on the door knob before he replied pleasantly: "The passenger agent will be glad to hear this, for he is a kindly man. The president will be glad, too, for he did have you shot out of his office rather roughly. As for me, if your friend hadn't paid that dollar as soon as he did, I'd have flung you neck and crop out into the swamp, Jimmy, my boy, and don't you forget it."

McKim left hurriedly, for Jim was making for the door.—*Everybody's Magazine*.



## OUR TRIP TO CUBA!

The thirty-third annual tour of the "Old Reliable" under the direction of William O. Beckley, president of the association, left St. Louis December 1, 1900. It was a beautiful, bright day and all on board were in their happiest mood.

Our first stop was at Cairo, Ill., and the next at Mobile, Ala., where we were tendered a sail on the river.

Washington, General Robert E. Lee and Lafayette. We took a sail on the harbor where we saw the historical forts, Sumpter and Moultrie.

Resuming our trip, we soon arrived in Jacksonville, Fla., where a number of the tourists visited the ostrich farm. After a few hours sojourn there, we proceeded to St. Augustine, Fla., where we



ASAKUSA KWAN-ON TEMPLE, JAPAN.

At New Orleans the O. R. C's gave us a fine ride down the river on a hundred thousand dollar tug. We stopped at Savannah, Ga., and at Charleston, S. C.

Before starting out to see the sights of Charleston the ladies of the party presented Mrs. Wm. O. Beckley, the charming and agreeable wife of the genial president of the "Old Reliable," a handsome cut glass punch bowl, the Hon. Joseph Flory making the presentation speech, to which Mrs. Beckley felicitously responded. We visited St. Michael's Church (Episcopal) in which was a pew held by the Vandeross family for four generations, and in which had been seated George

visited all prominent places; among them a house built in 1756.

We were met in Daytona, Fla., by a delegation of citizens who took the entire party in their beautiful carriages, driving through Ridgewood avenue and along the beach.

Miami and Palm Beach are noted winter resorts containing magnificent hotels.

At Port Tampa we took the steamship Olivette of the "Plant System," and sailed for Havana. We stopped at Key West, Fla., where the party landed and inspected the city. We arrived in Havana, Cuba, at six o'clock a. m. December 12. Mr. Richard Pastor, a pleasant and in-

## THE RAILWAY CONDUCTOR.

telligent gentleman, acted as our guide and interpreter. Our first trip was to Moro Castle and Fort Cabanas, the most frequently mentioned of Havana's fortifications. We saw the wreck of the Maine which is fast sinking from sight.

Our second day was spent in shopping and inspecting the different stores. Our ladies were particularly interested in M. Cavanzas' fan emporium, said to be the largest in the world, and whose exhibit took the premium at the Paris Exposition in 1900. We inspected many large jewelry stores, but exorbitant prices were demanded of the "Americanos." We were driven to Colon Cemetery in handsome "Victorias," the chief mode of conveyance in Havana. We saw the lot where the victims of the "Maine" were first buried. They were recently removed to Key West, Florida, and placed in a National Cemetery. We next visited Weyler's palace, all deserted, but surrounded by magnificent palm trees and luxuriant plants and foliage.

We were tendered a reception by M. Caranzas, at his elegant home in Yedado, the new port in Havana. We went through the old Cathedral and were shown the niche in which was deposited the steel urn containing the ashes of Christopher Columbus. Also the pedestal from which his statue was removed in 1898 by the exasperated Spaniards, who also re-

moved the statue of Queen Isabella from the principal park, carrying the sacred relics back to Spain. Near the Cathedral is an immense tree, which is said to be a sprig from the original one under which mass was first celebrated. We were much interested in the Governor's palace, also the market.

The climate of Cuba is delightful; summer weather prevailing and summer attire for all classes predominating. Millinery stores were conspicuous for their absence, as the Cuban ladies invariably wore the historical Spanish mantilla on their heads, and many carried fans. We were scheduled to leave Havana for home at one o'clock, p. m., December 15, but owing to the tedious fumigating process, were delayed five hours. We had already passed a rigid examination for vaccination, by the United States marine surgeon. We returned on the same steamer, Olivette, and as we steamed by the Government Barracks our soldier boys fired a parting salute and the search-light from Moro Castle lit up the bay for many miles. The party were unanimous in voting the "Cuban trip" of 1900 an eminent success, and evinced their appreciation of President Beckley's efforts by a gift of a superb set of diamond sleeve buttons.

MRS. SINDIA S. GRUMMON.

St. Louis, Mo.



## SAFETY APPLIANCES.\*

The last annual report called attention to the safety-appliance act and stated that the commission, under the authority conferred by section 7 of that law, had extended the time when its provisions respecting automatic couplers and air brakes should take effect until August 1, 1900. The principal reasons for granting this extension were also set forth, and the opinion was expressed that by that time the carriers would be able to provide the required equipment. The safety appliance act in all its provisions, therefore, be-

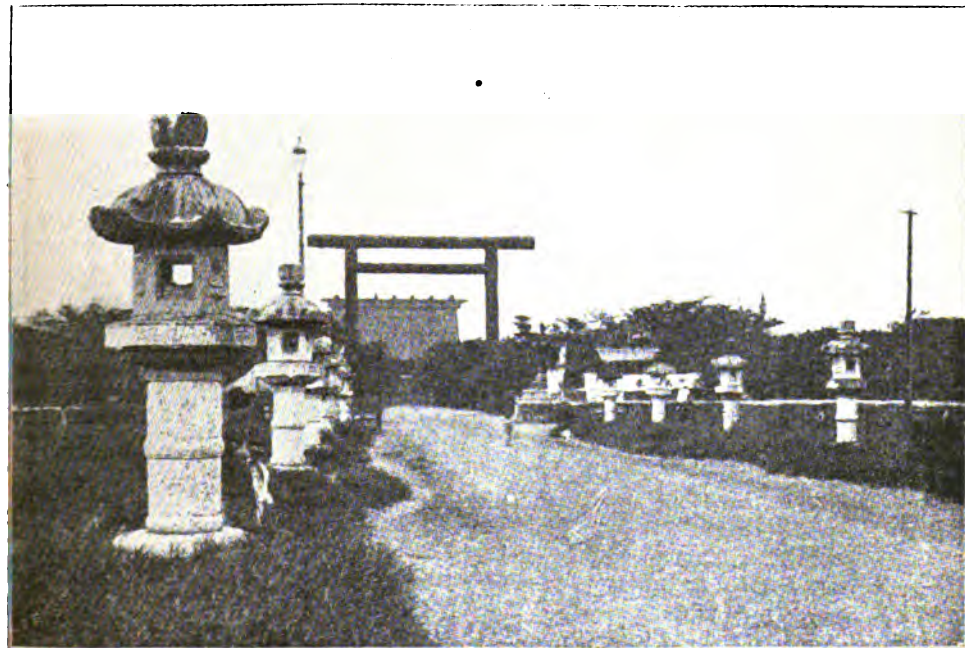
came effective on the 1st of August last, and, as far as can be ascertained, practically all roads in the United States have since then been using automatic couplers and air brakes in the operation of their trains. That portion of the law which fixed the standard height of drawbars and made necessary the application of hand holds and grab irons has been in operation for almost five years, and, as said by the commission in former reports, the state of equipment in those particulars has shown approximately perfect compliance with the statute.

\*[Extract from the Fourteenth Annual Report of the Interstate Commerce Commission. Submitted to Congress Dec. 24, 1900.]

When consideration is given to the fact that during the time the railroads were equipping their cars with automatic couplers, the demands made upon them by an enormous traffic were constantly increasing, and that they were seriously embarrassed in their efforts to supply the needs of the shipping public, it is surprising to observe what the roads have accomplished in this direction; and when we take into account the vast amount of work made necessary and the rapidity with which the change from old appliances has been

decide either the particular coupler with which freight cars should be equipped, the number or location of hand holds and grab irons, the height of drawbars, or the number of cars to be provided with air brakes for the proper control of trains. All these matters were left to the determination of the carriers.

The law having been in full operation only about four months, its benefit in preserving the life and limb of employes can not yet be determined with much accuracy. From such of the public prints



FRONT VIEW OF YASUKUNI-JINSHA, JAPAN.

made without friction or cessation of business, the undertaking of the railroads stands as a monument to their energy, and marks an epoch in railway development.

It must be borne in mind that the Master Car Builders' Association and the American Railway Association had, prior to the passage of the law, urged the adoption of appliances which are in general use today. These organizations made new recommendations each succeeding year for the safety of employes and the economical operation of the roads.

The government has not undertaken to

as were accessible, it is found that up to the 1st of December there were 864 casualties, 255 of which were fatal. Of the total number, it would appear that 618 were either purely accidental or resulted from apparent carelessness, 229 were caused by defective appliances, and in 17 the causes were not indicated by the statements made; 482 occurred in the yards and 341 upon the road. Of these, 90 occurred in switching, and 234 in the operation of coupling. These, of course, are only a portion of the accidents which have occurred throughout the country, and it is hoped that the publication of

these facts will impress upon railroad employes the necessity of exercising due caution in performing their work.

The making up and movement of trains will always be a very hazardous business, and death and injury thereby caused can not be wholly avoided. In this connection the commission desires to invite attention to what was said in its last report to congress, for the commission believes it as necessary to inculcate care on the part of the men as it is for the railroads to keep their equipment in order. It was recently decided by the supreme court of Kansas that where there were two ways of doing a given thing connected with the operation of a train of which the employe had knowledge, it was the duty of the employe to adopt that method which was the least hazardous, and that his failure to adopt the safer method relieved the employer from liability for his injury, unless the employer had knowledge or apprehension of the employe's perilous position and made no effort to avoid injuring him.

In this case a workman, who had knowledge of a grossly negligent and wantonly reckless habit of his employer, voluntarily placed himself unnecessarily in a dangerous position whereby he received injuries resulting fatally, when there was a safer way to perform the duty known to the employe. The court held him guilty of contributory negligence. (*Beal vs. A., T. & S. F. Ry. Co.*, 62 Pac. Rep., 321.) It will thus be seen that this court held that the rule nonliability for contributory negligence in case of injuries recklessly inflicted does not apply when the injured person had or should have had knowledge of the grossly negligent habit or the impending reckless act and could have avoided the injury to himself by prudence and caution upon his own part.

On June 30, 1899, there were 928,924 persons on the pay rolls of the railways of the United States. During the year ending on that date accidents occurred to railway employes which resulted in death to 2,210 and in injuries of more or less serious character to 34,923.

In previous reports the opinion has been expressed that the relative number of casualties to railway employes engaged in certain lines of duty would continue to diminish on account of the use of safety

appliances on railway equipment and of other means of protection to life and limb. Confining the statement to accidents incurred in coupling and uncoupling cars, it appears that the number of employes killed during the year ending June 30, 1899, was 260, showing a decrease of 19 from the previous year, and that the number injured was 6,765, showing a decrease of 223, or a reduction of 242 in total casualties of this class.

There are no statistics from which it is possible to ascertain the exact number of men who are required by their employment to couple and uncouple cars. This is partly due to the fact that it has long been the general practice to group returns for switchmen, flagmen, and watchmen as one class, but, as was remarked in our preceding report, the business of flagmen and watchmen is not that of coupling and uncoupling cars. A reclassification of employes has been undertaken which it is expected will remedy the difficulty now existing in this respect. For present purposes of comparison, however, the following ratios have been obtained, in which it should be understood the word "trainmen" does not include enginemen and firemen, but does include switchmen, flagmen and watchmen. Thus defined, the number of trainmen employed in 1893 to 1 killed was 349; to 1 injured, 13. The corresponding ratios for 1899 were—killed, 1 to 563, and injured 1 to 22.

\* \* \* \* \*

In last year's report mention was made of the large number of persons killed or injured by falling from trains. The casualties from this cause during the year ending June 30, 1898, were, killed, 473; injured, 3,859. For 1899 the fatal accidents were 459, as compared with 644 for 1893. The injuries not fatal were 3,970, as compared with 3,780 for the year 1893. It is believed that the accidents resulting from falling from trains will be greatly reduced in time through the general use of the train brake.

\* \* \* \* \*

The attention of congress has often been called to the serious loss of life and limb attendant upon travel and service in the operation of railways. Every year has shown improvements in the management of roads, in added comforts for



SCENES IN AND ABOUT EAST LAS VEGAS, N. M.

• Courtesy Brother J. B. Cunningham.



travelers and new precautions for their safety, as well as in hedging about the dangerous employment of railway servants with better safety appliances and more careful methods. Much of this is the outgrowth of strictly business progress. The selfish interests of carriers alone would suggest so much as a matter of economy and profit, to say nothing of the claims of humanity. To this incentive must be added those general provisions of law which congress has enacted looking to uniform equipment, so that nothing may be left undone to protect the lives of faithful employes and helpless patrons. But constant vigilance is the price of safety, and equipment is not to be relied upon unless kept up to a high standard. Faulty appliances lull the watchful to a false sense of security while they increase the hazard of employment.

To the end that every precaution may be taken and that no careless, or indifferent, ignorant, or selfish individual may be permitted to endanger his fellows, a system of public supervision should be maintained and a close inspection made of the rolling stock in service, so that no wear or breakage may go unnoticed and unremedied. It is not proposed that such public inspection shall in any respect interfere with the duties of the operating companies respecting repairs, but that the inspectors shall see that cars in use are equipped with safety appliances, and those appliances kept in the condition contemplated by the provisions of law intended to promote the safety of traveler and employe. Such inspection will require some expenditure of money—small, however, in comparison with the interests affected.

Any appropriation of the public funds must be justified by the object to be attained. The following statement of the cost of government operations for similar purposes illustrates the propriety of the proposed inspection system:

The Life Saving Service on our coast in 1899 was maintained with a net expenditure of \$1,528,895. In that period 63 lives, and 72 vessels, valued at \$1,851,990, were lost. In the Light-House Establishment 3,985 persons were employed, at a cost of \$3,118,833.50, for the purpose of saving

life and property at sea; and nearly 200 employes and \$331,678.33 were employed in the Steamboat-Inspection Service. The number of vessels inspected during the year ending June 30, 1900, was 9,253, while the number of accidents was 33, and the total loss of life 206. During the year ending June 30, 1899, there was 48,062 accidents on the railroads of the United States. Of that number 37,133 were to employes, including 2,210 killed. These railroads carry more than a half billion passengers and nearly a billion tons of freight annually.

It is not claimed that such precautions as may be taken by railway managers and such inspection as may be possible by the government agents will do away with all fatalities, all accidents, and all dangers; but each effort is another step in that direction, and it is believed that the inspection proposed largely tends to minimize the danger to railroad employes and increase the safety of the traveler.

Recognizing that a law of this character can only be made effective by a system of supervision and inspection, congress appropriated, \$15,000 at its last session to enable the commission to keep informed regarding compliance with the safety-appliance act and to render its requirements effective. This sum is mainly expended in the employment in inspectors.

These men have been engaged only after the strictest inquiry into their knowledge of the subject and their capabilities for this particular work; each of them has had several years' experience in the operation of trains. Their duties require them to inspect personally the equipment of all the roads, as far as the limited number of inspectors will permit, and to report to the commission not only failures to comply with the law, but all imperfections in railway equipment which relate to the requirements for the safety of employes established by the Master Car Builders' Association and the American Railway Association. One prerequisite of the employment of such inspectors is intimate knowledge of the requirements which the railroads, through their associations, have established. The report made by the inspectors are not, therefore, solely confined to



failures to comply with the law; they include everything which tends, in their opinion, to increase the risk of the people employed.

When received, these reports are immediately transmitted to the presidents of the railroad companies concerned, and their attention called to any neglect of their subordinates to conform with the requirements of the law or the rules established by themselves. This course of procedure has proved highly salutary, for in every case these communications have received favorable replies, while subsequent examination of the equipment has shown that the defects have been repaired and more stringent orders issued by the railroad officials. The inspectors have been instructed to make suggestions and

statements regarding the condition of equipment and anything relative thereto which they believe to be of value. From these reports the following conclusions have been drawn:

The inspections have served to give a general idea of the conditions existing, and this has been of great value. The inspectors' reports indicate that violations of the law consist chiefly in failure to keep the equipment up to the required standard, including automatic couplers which are operative and in such working order that the men need not go between the cars. Inspection by the government has undoubtedly proved beneficial not only to the employes interested, but also to the railroad companies. It has acquainted the railway presidents with con-



FREAK OF A BOX CAR AT HOUSTON, TEX.

Courtesy Brother J. H. Archer.

Hundreds of people viewed a wreck on Liberty avenue that for peculiarity perhaps has never had a counterpart in Houston. Seventeen freight cars standing on a spur that comes down a hill to the site of the new Southern Pacific depot, started on the downgrade toward Liberty avenue. The grade is rather steep and in running about 100 yards the cars gained considerable speed. Reaching Liberty avenue, the front car of the runaway train sped across the street and dashed into the store of L. Rosenwald, at 1108 Liberty avenue. Mr. Rosenwald's family was sleeping up stairs, and when the crash came they thought that an earthquake had demolished the house. Chinaware, pictures, mirrors and everything breakable were smashed by the terrific concussion, and the sleeping family were terror-stricken for a few minutes. Mr. Rosenwald went down stairs to investigate the cause of the smash-up and found that Illinois Central freight car No. 15718 had halfway buried itself in the front of his store, smashing the front of the building in before it. Besides the damage to the store, three cars were badly wrecked. It is said someone loosened the brakes on the cars, which caused their rapid descent.

ditions existing on their respective roads, of which they probably would not have been apprised in any other way. The air brake and the automatic coupler are not merely measures of safety. Without them the heavy freight train of today could not be successfully handled and the decreased cost of operation which has resulted from the use of larger cars and more powerful locomotives would not have been attained. Consequently these appliances have been most potent agencies in bringing about the great increase in the capacity of railroad trains during the past decade.

Railway equipment throughout the country is now interchangeable by reason of the general application of automatic couplers and brakes and standard-height drawbars required by the safety appliance act. It is reported, however, that probably 20 per cent. of the couplers now used become non-automatic through failure to keep them in proper repair. While in such condition it is agreed that they are far more dangerous to the men employed in handling the cars than the old link and pin coupler. When an accident in coupling now occurs it is said there is more probability of its resulting fatally. Again, when it was known that the men had to go between the cars to couple or uncouple it is claimed that engineers exercised greater care than they do now with couplers in use which are supposed to work automatically. These considerations indicate the necessity for most careful attention to the condition and repair of the appliances provided.

When railway officials reach the point of requiring car inspectors to reject any car having defective couplers or other defective safety appliances, as they now do on account of imperfect running gear, the dangers of railway operation will be largely reduced. It is understood that the most common defects in couplers are disconnected pin chains and loose brackets.

Under the instructions of the commission inspections have been openly made, the inspector always introducing himself to the management and disclosing his identity. Railway officials generally are much interested in this inspection work, and the majority of them appear surprised to learn that so many automatic couplers

are in the condition found by the inspectors. A few were inclined at first to take advantage of the technicality that the law does not apply to engines since it specifies only cars, but when their attention was called to the fact that a coupler on an interstate car ceases to be automatic the moment a link is inserted for the purpose of coupling to an engine or a car used in state traffic the necessity for equipping such engine or car with the automatic coupler was generally conceded. Automatic couplers, therefore, are rapidly being applied upon locomotives and tenders. The failure of the law to require specifically this may have been an oversight, but the roads are generally recognizing the necessity of such equipment, and no amendment to the law is recommended in this particular.

Some few roads have claimed exemption from the law on the ground that their operation was confined to the limits of a single state, and it has been suggested that the Federal law should be supplemented by similar enactments in states where such laws do not now exist.

From the inspectors' reports it is learned that upon many of the roads the smaller parts of the automatic couplers are neglected—such as cotter keys, clevis chains and knuckle pins—and the opinion is expressed that the tail end of the knuckle and the locking pin should be lubricated. This practice would result in less force being required to couple by impact and would extend the life of these parts. Reference is also made in the reports to an instance where both narrow and standard gauge cars are used on the same train. This makes necessary the use of the 3-link coupling, which is especially dangerous. Another inspector asserts that there are too many different kinds of couplers in use and that they are not placed on the cars with any uniformity as to the location of uncoupler rods, thereby causing great danger in coupling and uncoupling cars, in many cases the train men being required to run along with the car, holding the lever up.

Among the defects observed are the following: Coupler chains too long or too short; rods not adjusted to locks and often no locks at all; short handles; rods placed on wrong side of the

car, and coupler not properly secured to the car. One report recommends that dead blocks on each side of drawheads be dispensed with and that engineers be compelled to give warning signal before putting on air brakes. Failure to give such warning is alleged to be the cause of so many brakemen being thrown from the cars.

It is also stated that numerous accidents occur from carelessness due to men going between cars unnecessarily to raise the chain with their hands; that men have got into the habit of doing this instead of using the lever because many of the chains are too long; that many roads use chains made of split links and S hooks, which should be discontinued for the solid link with the clevis.

It is further reported that with too many kinds of couplers, the parts of which are not interchangeable by reason of being out of order, the link and pin must be used; that the practice of carding defects furnish the men with an opportunity to be negligent; that the practice of not using more than 40 per cent. of air in trains and scattering air-brake cars through the train instead of placing them next to the engine, should be condemned. Suggestion is also made that all trains should be inspected by an air-brake inspector and not by the ordinary trainman; that more care should be taken, not only in the inspections, but in repairing defects when found, and, further, that a larger percentage of cars should be equipped with air brakes. These are not recommendations of the Commission, but are deemed worthy of consideration by those interested as suggestions of men familiar with railway equipment.

There has been criticism of the couplers now in general use for the alleged reason that they are not really automatic in many conditions and circumstances of railway operation and because failure to make proper repairs renders the coupler a menace to the employe rather than an instrument of safety. Already an agitation has been begun for the use of other and better appliances. With this end in view the Commission has been asked to order tests of automatic couplers in order to decide which coupler is best adapted to the general requirements of operation.

The Commission has given no encouragement to such requests and has replied that no provision is found in the law for such examination or any authority to decide in favor of a particular device, that the law has only recently gone into full operation, and that there are as yet no sufficient data to show the alleged inefficiency of the devices now in use, and that further time is necessary to determine the truth or falsity of the statements made by those who are taking part in this movement. It is proper to state that none of the agitation in this respect or suggestions of change have come from organizations of railway employes or from any of the men whose employment renders them personally interested.

It is believed that the complaints made result largely from the fact that these appliances, as before stated, are not maintained in proper condition; but we are confident that the system of inspection which has been adopted will result ultimately in greatly remedying trouble in this respect. The act properly leaves to the railroads the question of what particular devices should be purchased and applied to accomplish the desired result, namely, the saving of life and limb of employes and travelers. Certain it is that the improvements which have taken place in safety appliances, as well as other railway facilities, have been through the untiring efforts of those engaged in railroad operation under the law, and they have been adopted, not only with a view to the safety of employes and travelers, but as necessary to the successful conduct and management of a modern railway.

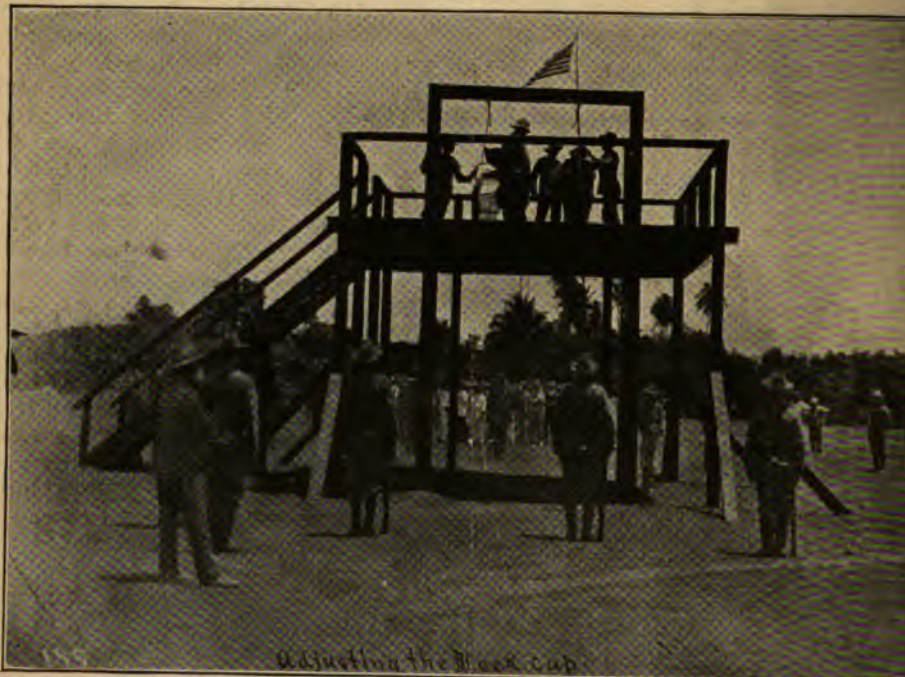
Since the law went into effect no complete or accurate information regarding accidents has been obtainable. As the railroads are merely required to make annual returns of the casualties to their employes, the value of the law can only be matter of conjecture for a year at least. It may well be repeated that a large number of the accidents to employes can only be attributed to carelessness.

Impressed with the necessity of particularly directing the attention of employes to this subject, the secretary of the Commission addressed a letter to the

subordinate branches of various railway organizations calling attention, among other matters, to the necessity of greater care and caution on the part of railway employes in the discharge of their duties. It was also stated to be the understanding of the Commission that section 8 of the act does not fully release them from responsibility for contributory negligence. It was also suggested that reports of accidents should be made by the organizations to the Commission, with a view of minimizing, as much as possible, the need of resorting to the courts for

enforcing the law, and so avoid friction and consequent hostility frequent litigations of this character must inevitably engender. No provisions under the act have yet been necessary. In cases where we have it necessary to call attention to defects in appliances or in their operation the road managers have so far readily complied with not only the letter but the spirit of the law, and have not been inclined to cavil about the applicability of the statute in doubtful cases.

In any estimate of reduction



AN EXECUTION IN LUZON ISLAND, P. I.

Courtesy Brother P. Monihen.

Brother P. Monihen of Division 114, now in Company H, 17th Infantry, Philippine Islands, furnishes the accompanying illustrations of the execution of two natives at San Carlos, Luzon Island. He says: "There have been numerous hangings since then. My company has one scheduled for the next (December) to execute one native who has been convicted by court martial of killing two American soldiers and six natives. We have at present six more under arrest with charges of murder against them. The natives are treacherous, their greatest characteristic is deceit. Men, women and children are alike in this respect. The weather here is fine now, as the rainy season is past and we will have seven months of May such as we have in the States, except that the days will, perhaps, be a little cooler. We are situated between two ranges of mountains and sleep is made comfortable by the use of a blanket. We sometimes wish for an oil stove."

"We have most excellent quarters, commodious and airy. The health of the company is good. The duty is light as compared to what it has been, and at present we are not having very much trouble as we have driven all the thieves into the mountains. They are a shiftless set, moving from one province to another, and when on the move you cannot catch them with greyhounds. We are situated twelve miles from a railroad and news is hard to obtain from other parts of the islands. I am getting along very nicely and am in the best of health, but think when my time expires I will be ready to go to God's country, the land of coughs and colds, and back to my dear friends and Brothers of Division 114 whom I wish to thank for the many kindnesses and courtesies shown me during my absence. I am delighted to know that they have not forgotten me during my absence in this far-away land."

"With best wishes for the good of the O. R. C. and its many members."

P. MONIHEN, Co. H, 17th Inf., Manila, P. I.





number of accidents due to the adoption of these safety appliances the changes in conditions since 1893, when the law was enacted, must be taken into account. At that time the average train load was about 184 tons. In 1899 it had risen to an average of 243½ tons. The small cars and lighter locomotives then in general use have given place to much heavier equipment. The weight and speed of freight trains have been constantly increasing. Steel cars have been introduced, capable of carrying 50 tons each. The use of heavy cars and engines in the same trains with old wooden and lighter cars subjects the draft rigging and couplers of these lighter cars to unusual strain, and results in many accidents which formerly would not have occurred. Of course the risk to the men employed in handling trains of cars of mixed ca-

capacity and greatly varying strength is greatly increased and this was a risk the employe was not called upon to take in 1893, when the law was enacted. The law can only reach its highest value and efficiency when all interested—the railroads, the employes, and the Commission—are working to the common end of securing from its operation the greatest practical benefits.

Following the lead of the United States, a safety appliance act was passed by the British Parliament in July last. A communication received from Mr. F. J. S. Hopwood, railway secretary of the board of trade, states that this act confers full powers upon the board of trade to order the use or disuse of any such appliance and to make rules governing every form of dangerous railway working.

## “THE CANARY BIRD. ITS TEACHINGS.”

BY JOSE GROS.

The eternal contrasts and manifestations of nature are full of pathos and education when we have time and taste to contemplate them and reason about them. Unfortunately, how few have time for that! How few have taste for it! Why? Is that the fault of nature? Nature is always around, placid, smiling, grand, sublime, never in any hurry to accomplish results, but occasionally and incidentally. You may tell me that even nature is now and then somber and cross looking. Yes, but that is incidentally, too, transiently, as a matter of contrast, in at least 60 per cent of the inhabitable and best portions of the planet, just the only portions that men would have used thus far if they had had sufficient sense to work their lives and destinies along the line of least resistance, just the line that nature follows along all its grand processes and finalities. You may now tell me that our increased population necessitated our spreading ourselves over the whole earth. To that we may answer that our whole 1,500,000,000 people on earth could make a full living, even if grouped in but 8 per

cent of the earth we occupy now. We can prove that if necessary, We have no time for it just now. Besides, it has been often proved. To be sure, the plan would imply healthy social conditions, the very ones we refuse to have, don't want to have.

We have referred to the generally beautiful manifestations of nature. Is not the canary bird one of them? It is so, even when man, that compound of the angel and the demon, takes the canary bird away from its gorgeous habitat to be used as an ornament in hut or palace far off from all smiling tropical or semi-tropical regions. For one or two years, seldom much longer, the little creature seems to be perfectly happy in its little gilded jail, under proper care and pretty surroundings, Youth possesses great reactive powers against abnormal conditions. Youth means an active nerve and muscular vibration, with a consciousness limited to immediate results. Age brings on one hand, a certain decrease in muscular and nerve vibration. On the other hand it greatly increases and expands,



for good or evil, our consciousness and brain power. The same happens with animal life, to the extent of their limited animal consciousness, limited to the mere material process that each animal species requires for its preservation. There we have the explanation of the canary bird's gorgeous musical displays when young, and their relatively silent life as they grow old, when the perception of their abnormal conditions, in their cages, must come to them as a logical, natural process of muscular, nerve and brain development, in relation to the mission for which they were created by a God of freedom. But as we men have never believed in any other freedom but that of enjoying all our whims, no matter at what cost to the other fellows, or to the animal creation, we can see nothing wrong in taking away the natural freedom of the canary bird or any other individuality in the animal creation, when not absolutely indispensable to healthy human growth.

Here some may say that what happens to the canary bird in its cage happens to civilized man. He grows sober in proportion as he grows old. Age puts an end to the hilarity of youth. Yes, and that is what proves that civilization, as we have thus far made it, is but a cage which deprives men of the freedom of God's universe. We don't believe in the freedom of God's natural laws. We only believe in the unnatural freedom of our unnatural laws, unnatural because fundamentally unjust. It is worse than that. We don't believe in the freedom of Christ's philosophy, the philosophy of "come to me and I will give you rest, for my yoke is easy and my burden is light." We only believe in the philosophy of our own progress, which is virtually as follows: Come to me and I will give you everything except rest, for my yoke is *harsh* and my burden is *heavy*. That is what condemns all human progress, and most especially that of the last 50 years, during which most men seem to have lost the few remnants of peace or rest that previous ages left to men.

A certain individual died recently in Italy, Verdi, the great constructive musician of grand combinations in vocal and instrumental displays. He died at the age of 90. His zest for musical creations

followed him to the end of his days. Nature had always fresh inspirations for him. He was as young at 90 as he was at 20 years of age. The same happens to those who are in love with this or that art, science or anything useful to healthy human development, provided those men try to conform to all normal healthy growth. That is often due to especial circumstances only applicable, under our abnormal progress, to a few men here and there. In part it is also due to the fact that the individuals are indifferent to the fantastic developments of our fantastic progress, and, to the best of their ability, live simple lives, natural lives, somewhat like the anchorite in the wilderness, with the exception that, unlike the anchorite, they are in love with men, and live among men. They also live for the purpose of enjoying God's beauties in nature. The average civilized man does not care anything for natural beauty. He soon gets tired of it. He fills up his hut or palace with human pictures and other human creations and remains about indifferent in regard to God's creations. The civilized man lives in the cage of his own inordinate desires. The freedom of God's universe is for him—a blank! a vacuum! All because we have not yet seen fit to initiate a God-like progress resting on the morality of Jesus.

The constant turbulences or excitements of human life, in poverty or wealth! Is there anything normal about it? In nature we find a perpetual peaceful rotation of beauty, the emblem of eternal joy. The canary bird in its habitat and free with God's freedom, is simply an emphatic expression of joy as God's gift to all creatures and hence intended for men, when the latter cease to be rebels against divine law. The song of the canary bird in its pretty cage is but a transient expression of the joy that God intends should be permanent with the little artist. It is not permanent, in its musical displays and in relation to its natural life, because the hand of men vetoes the freedom that God meant that canary bird should have.

Well, we are not any more cruel with the canary birds in question than we are with ourselves. We all have, while on earth, but a fragment of the joys that God

meant we should and shall have when human sense has replaced human folly. For every one man who manages to live a somewhat normal life, 5,000 or more live—well, they don't live. They think they do. Hence every deformity looks to them a natural process. Hence when they can enjoy some natural beauties they fail to catch all but 1 per cent of their dazzling splendors. Such is the case with the entrancing notes of that wonderful musician, the canary bird, even when a prisoner in its cage. There the little fellow proclaims the eternal beauty of the eternal Father, just as every star does that, in all its silence, from its orbit of glory; just as oceans, mountains, clouds, skies and all else in nature do it

in this or that form, through this or that manifestation.

To the thinking mind the notes of the canary bird in its cage can hardly be but a reflex of that mixture represented yet by the generic man; something of an artist up to a certain point and a bungler beyond that, full of noble aspirations in certain directions, choked full with mean-ness and greed in all other manifestations or tendencies. The writer longs for man as a complete artist in all physical and spiritual desires, in thoughts, feelings and volitions. But we fear that centuries of deformities shall come yet before men become the artists that God means they all should be.



## INTERESTING INFORMATION.

The great water transportation route which stretches from Buffalo to Chicago and Duluth, is sharing in the prosperity and activity which characterize every branch of business in the United States today. The monthly statement of lake commerce, prepared by the Bureau of Statistics, shows that during September 5,957 vessels entered the thirty-seven principal ports on the Great Lakes, and from the opening of the navigation season up to October 1, the vessel entrances aggregated 28,039. Chicago leads the list of ports, 1,028 vessels having entered her harbor during September and 5,761 during the season. The ports of Buffalo, Cleveland and Milwaukee each, however, show a record in excess of 2,000 vessels for the season, and at the ports of Detroit, Duluth and Toledo, the arrivals have ranged from 1,000 to 1,500.

A considerable portion of the general public seems to have gained the impression that the traffic of the Great Lakes is confined to the transportation of a few commodities, such as iron ore, coal, breadstuffs and lumber. That this is far from being the case could not be more conclusively proven than by citing the fact that in September 395,767 tons of unclassified freight were moved, and the total movement for the season thus far,

aggregates 2,386,888 tons. Every prominent port on the lakes is represented in this total.

That the strike in the anthracite coal region has had its effect upon lake shipments, would seem to be proved by a comparison of the figures for August and September. During August there were transported via the inland waterway, 516,763 tons of anthracite coal, whereas in September the shipments fell off to 257,787 tons. In soft coal there is a falling off of from 661,864 tons in August, to 467,457 tons in September. For the season to October 1, the total movement was 1,813,979 tons of hard coal and 2,965,822 tons of soft coal.

The recent organization in the Great Lake district of a new transportation company, which has placed orders for new boats designed especially to carry the products of the Calumet and Hecla copper mine, seems to call attention to the volume of this traffic already taking the water route. During September there were shipped by boat 17,029 tons of copper, and for the season to October 1, the total movement is 113,695 tons. Of the latter amount, 81,889 tons, or more than two-thirds of the total, was received at Buffalo, whereas the heaviest shipping record is that of West Superior, which

during the season, has sent out 56,939 tons.

The Bureau of Statistics compilation discloses many unique characteristics of the commerce of the Great Lakes. For instance, in the case of Conneaut, O., which Andrew Carnegie has declared will one day be the greatest ore-unloading port in the world, the 353 vessels which have entered the harbor this season have brought 1,748,255 tons of iron ore, or a greater quantity than was discharged at any other port, with two exceptions. One of these exceptions is the port of Ashtabula, also on Lake Erie. Ashtabula will this season rank as the greatest ore-receiving port in America, having received up to October 1, a total of 2,933,647 tons.

The lake lumber trade, in which there was such demoralization last year, appears to be making a very favorable showing this season. For the month of September the aggregate cargoes transported amounted to 438,926,000 feet, and for the season up to October 1, 1,427,000,000 feet. Duluth ranks as the greatest lumber-shipping port, having sent out 277,071,000 feet during the season. Chicago heads the list of receiving ports, 378,546,000 feet having been unloaded at her wharfs. Cleveland is a pretty close second with a record of 339,704,000 feet for the season.

\* \* \*

The abrogation of the Porto Rican tariff is being seriously discussed by the Press of Porto Rico. The Porto Rican Tariff Act it will be remembered provides that "whenever the legislative assembly of Porto Rico shall have enacted and put into operation a system of local taxation to meet the necessities of the government of Porto Rico, by this Act established, and shall by resolution duly passed so notify the President, he shall make proclamation thereof, and thereupon all tariff duties on merchandise and articles going into Porto Rico from the United States or coming into the United States from Porto Rico shall cease, and from and after such date all such merchandise and articles shall be entered at the several ports of entry free of duty." The Porto Rican legislature elected on November 6th, the date of the general election in the United States, is to meet shortly and will, under the provisions of the Porto Rican Act above quoted, have the power to immediately terminate the Porto Rican tariff by enacting legislation which will provide funds for the necessities of the government of Porto Rico and the question whether this action shall be taken and the 15 per cent tariff thus terminated is being discussed by the

press and public of that island as is shown by the following leading editorial taken from the San Juan (Porto Rico) Daily News of November 13, 1900, just received by the Treasury Bureau of Statistics:

We have lived now for six months under the 85 per cent preferential tariff. The question now is: Is it good or bad? Has it helped or injured us? The legislature will have these questions to decide.

We now have the question to deal with aside and apart from politics. Its use as a campaign club is past and gone. The burden of deciding this very important question is solely upon the legislature. As it decrees, so shall it be. If it desires to abolish the tariff and operate the island upon a free trade basis, it can be so ordered.

If the people of Porto Rico through the legislature desire to continue the tariff it can be done. A precedent has been established which will permit this class of taxation. It has been legally decreed that such action is constitutional.

If the tariff is abolished, it is at once evident that a more burdensome and higher rate of internal taxation must be imposed. Where and upon what shall this be levied, is indeed a perplexing question.

Aside from all the difficulties that may or will arise from the abolition of the tariff, let us glance at the tariff itself and see what it has done. In the last six months the 15 per cent tariff has afforded the island as much, if not more revenue than the 100 per cent tariff. The theory "that the way to increase revenue is by lowering the taxes" is proven to be true for Porto Rico. This revenue will be constantly increasing as our trade increases as it is sure to do. It has helped the consumer, for it has lowered the taxes he has to pay, not only on American goods, but upon all goods that enter our market in competition with them. This results in an increase of importations. This helps the producer by constantly providing him a means to carry his goods to the great American market, which is always so hungry for the products this island has to dispose of. Again, unless we have a traffic both ways, the steamers must make one trip without a cargo and the freight is thereby doubled.

A tariff helps us as borrowers; it will give our securities a stand in the United States which they could not have without a permanent revenue like the tariff revenue. The argument so often advanced in favor of a tariff tax as against other means of raising revenue, that it is easily collected, is especially forcible in Porto Rico. We would advise that the tariff is necessary, and if it were not it would still be the most convenient and logical means of raising our revenue. Let the tariff stand at 15 per cent.

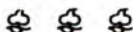




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### THE MERIT SYSTEM OF PROMOTION.

In speaking of the promotion of Mr. George B. Harris to the presidency of the "Burlington," the Chicago Times-Herald strikes a note that has in it more than is simply present in Mr. Harris' case. It is the order of promotion upon which rests the success of our railways. It says in part:

The retirement of President Charles E. Perkins of the "Burlington" and the advancement of George B. Harris to the presidency of the largest independent railway system in this or any other country are events of more than ordinary interest to the business world. They serve to call attention not only to the high order of executive and administrative ability now required to manage the great transportation properties of the country, but also convey to the people significant object lessons in the application of the "merit system" of promotion—the only system that assures efficient and economic management in the interests of stockholders and of the people.

There can be no finer exemplification of the "merit system" in a public or quasi-public service for the study of the people than is presented in the management of such great railway systems as the "Burlington" and the "Northwestern." The new president of the "Burlington," who is placed at the head of a system embracing 8,064 miles of line, with 14,000 stockholders, is a "railroad man." Modern conditions in railroading in this country make it impossible that any other sort of a man could be seriously considered for such a position. The time is gone by when untrained or inexperienced relatives or favorites of influential stockhold-

ers can be advanced to responsible managerial positions in the great railway systems. Promotion in all the big systems is now based upon absolute demonstrated knowledge of every important detail of the transportation business.

Mr. Harris, the new president, and his probable successor as second vice president, General Manager William C. Brown are splendid types of "the twentieth century railroad man." Each worked his way up from the bottom. There is no detail in the entire range of railroad management, from track building to motive power and equipment, with which they are not familiar. The railway career of the new president of the "Burlington" began at the age of 16 as office boy for the Hannibal and St. Joseph Road, now a part of the "Burlington." From this he gradually climbed to the top through successive promotions embracing nearly every branch of the operating department.

It matters not what the engagement is there are always those whom nature has better fitted to perform certain duties in connection therewith than others. When we attempt to formulate any plan whereby this natural order is deranged its influence is felt throughout the entire machinery of operation, and manifests itself either directly or indirectly in a loss to the company. The day for showing favoritism is past, not only in the more responsible positions, but in minor ones as well. The demand of our great systems is for thorough, practical men, whose ability in mastering details is no less

perfect than their knowledge of a specific line of duty.

The same rule governing promotions among officials is bound sooner or later to follow down the line. The modern yet threadbare argument of "the survival of the fittest" is surely gaining a worthy foothold, and it is only a question of time until the barriers thrown up to protect the "rights" of those gained in priority of service, must capitulate to terms that dictate promotion by merit. We believe that the present regime of promotion in the order of employment was a wise conception at the time of its adoption, and that it constituted the surest remedy against favoritism. It has, therefore, proved a beneficial means of eliminating this injustice to the men who were more capable of performing the duties devolving upon the several stations of employment than those appointed, and who, as a general proposition, were a source of discord among the men with whom they were employed because of the dictatorial spirit they displayed at all times, which arose out of their relations with the official departments. To promotion in the order of employment, therefore, may be accredited much of the harmony that exists among the men. It has shut out possibility of placing inexperienced men over those of experience, and has given every man a chance to rise to responsible positions. But it has also been the means of attracting to the service many men who otherwise would never have engaged in railway service, and whose fitness for the work is as foreign as it is possible to be. This gives rise to the question, have not the railroad companies been more seriously affected by this influx of poor material, who have no natural aptitude for the work, than they would have been through the employment of a few persons chosen by them to fill the more responsible positions? We unhesitatingly answer, no; because upon the face of the act it discredits every man in the service eligible to the position, creates envy, antagonism and spreads discord throughout the entire service, thus deranging the effectiveness of that service.

Modern conditions will no longer tolerate favoritism. Merit is becoming the only

basis of promotion, and common sense teaches us that it must sooner or later prevail in every branch of service. It is the only just system that is fair to the employe and the employer. It is fair to the employe because it opens the field to competition, and thus brings out the best efforts of the men and creates an ambition to rise. It is a fair proposition, when measured by some plan of discipline to which all alike are subject, and will give to the railways only the best service, which in turn correspondingly obtains the best wages.

There are some, no doubt, in all organizations who would bitterly oppose any plan that had for its object the promotion of men by merit, even though measured by the same method of discipline. Let us try to arrive at some conclusion for this objection, if one can be said to exist: Its effect would be to inspire better service; break down bad associations and habits which tend to detract from the social influence of the individual, and drive out the drones who have no further ambitions than to bide their time until age in service lifts them into more responsible positions. If there is a moral objection that can be raised against this influence we do not know what it is. "The survival of the fittest" may be a threadbare argument, but it is one that all must acknowledge is the basis for our advancement. It is no respecter of persons or things, and modern conditions point to its adoption as the surest rule for progress.

It would be a poor excuse, indeed, for any person to decry the merit system of promotion on the ground that he possessed less inclination to hustle than his neighbor, or, that his negligence in all that the word covers should be considered after a long service, rendered by him. It is only fair to the company he serves that he should be as assiduous as his neighbor and render as good service for the same amount received, for such service.

It may be true that the time is not ripe for the elimination of the present movement of promotion in many places. The belief may be well founded that were the barriers of seniority all broken down that favoritism would again take root and thrive in certain sections. We will not attempt to say that it would be generally ad-

visible at this time to do so, but it must be conceded that the spirit of progress demands that no obstacle stand in the way of those striving to reach the top, nor hinder the perfect working of the machinery intended to produce the best results for the railroads. It will be seen that our railroads are taking the initiative in this matter, and we believe that modern conditions have made it necessary. What is true as good for one branch of the service is evidently good for all, and as we have said, it will only be a question of but a few years until this necessity is recognized by every railroad in the country, and the merit system will apply from president to brakeman. What its effect will be in increasing or decreasing the number of un-

employed time alone will tell; but it is safe to assume that those who shall, after an extended trial of the merit system, be found "on the hummer," as the unemployed are commonly termed, will constitute as a rule the cullings and refuse. We believe that it is only a factor in the great evolution of industrial economy to perfect the only real system of advancement.

It will open the door to those below us in rank, but it will not serve out any unjust awards. The scriptural injunction "By their works shall we know them" is but another way of expressing the idea of the "merit system." Upon the fulfillment of this injunction depends our success individually, collectively as members of the Order, and as a nation.



### THE SPIRIT OF AUTHORITY.

The gradually growing friendly relations between our railway officials and their employes forms a pleasing contrast to the relations that existed only a few years since, and quite within the recollection of the oldest men in train service today. The disposition to follow ancient customs in exercising authority and the inclination to impress those in subordinate positions with official superiority are fast giving way under the strain of equal social and educational advantages. It is not enough to say that education alone has wrought this change, for the first step in search of a precedent among the most enlightened people of Plato and Aristotle's day disproves this and shows that their belief was that all useful arts were degrading, and such work as reading and writing was assigned to slaves. To our Constitution may be attributed the basic reason for the existence of a social code that does not recognize rank or title. It is true that social distinctions exist, but they are not of that nature that demands homage in the sense that these titles obtain in foreign countries. There are no social barriers of birth or title here, and hence no superiority can exist among men that gives to one autocratic power over another. We do not dispute the fact that there are some who lean

toward ancient customs and who would if it were in their power, institute a despotic form of government over those who serve them, but happily our laws are of such a nature as to circumscribe the power and control their ambitions to wield the sceptre because of their possession of a few millions of dollars. Now is this ambition confined alone to those who control their millions. It seems to be a hereditary hallucination among some that so soon as they are invested with supervisory authority over one man or a hundred that they must at once assume a spirit of autocratic authority in order to fully exemplify the dignity of their position. There is no doubt but that these ideas were derived from customs of ancient origin, which, if carried out in the full spirit that they originally were would subject the servant's back to the lash, and the barbarous instincts still crop out in spite of the influence of social equality.

This spirit marked the relationship between employer and employe as late as the '70's, when a change here and there was observed which brought the employe and employer into closer relationship. The demand for economy in every grade of service made it necessary that the heads of the several departments ac-



quaint themselves with every detail of their respective departments. Some adopted one method of acquiring this information and others other methods. The successful ones were those who sought the confidence of the men themselves and who asked the co-operation of these same men. It was here that they met on common ground and considered questions of mutual advantage and for the advancement of a common interest. It was here that the veil which had obscured the vision of those who imagined that autocratic power was all that was necessary to secure the best results was thrown aside. The magic words "come on boys" had a far different effect than those previously heard, "if you don't, I'll give you ten days." The magic words carried with them a spirit that breathed equality. It touched the American heart and spurred him to follow a leader whose language implied, I am your superior in nothing, boys, except in name. I have confidence in you and I shall stand by you as you stand by me.

The autocrat who demands a cringing subserviency as the price of a loaf is gradually being superseded by men of broader minds who are willing to delve beneath the surface to accomplish their work, and associate themselves with those who earn their bread by the sweat of their brow. How much of a sacrifice does it entail to lay aside the "ermine" now and then and give the boys to understand that your interests are common? Is it repulsive to that sense of dignity that reposes upon the belief that it would be to lose caste? Such ideas are not only in contravention to the spirit of our Constitution, but they tend to drag us back into the barbarous customs of the past and stunt the growth of progress.

When we look backward and note the steady ascent of those who have made their way up from humble positions to the top round of the ladder, we see in nearly every instance a man who has had the loyal support of the men under him. They have always been willing to accord to others the same treatment that they would expect from them under similar conditions. They were unstinted in their praise where praise was due and were loth to give voice to censure. If their

advancement was phenomenal, as was the case with such men as W. H. Canniff and Charles M. Hays, it was no less deserved and the respect and esteem in which both are held testify to their willingness to meet the men under them on a common level and treat them as equals. The true spirit breathes forth in the address of Mr. Charles M. Heald, president of the F. & P. M., at a banquet held in Chicago on February 10, and will endear him in the hearts of not only his own employes, but will win for him the esteem of every employe in train service in America. He said:

I wish to call attention to one point which Mr. Fish slightly touched upon in giving credit to the men who have made the Illinois Central what it is today. I desire to speak for the men behind the throttle; for the men who shovel the coal into the firebox, and for the men who operate the trains and perform other laborious and dangerous work which falls to the lives of men in the train service of a railroad. They are the men to whom credit is largely due for the success attained by the Illinois Central. They are the men who are not represented at this banquet board tonight.

While Mr. Heald was speaking chagrin was visible on a number of faces, and his remarks were received in silence.

We will not attempt to interpret the chagrin or silence referred to. The sentiment uttered was a noble one and spoken fearlessly by a man who did not hesitate to give credit to those to whom it belonged and showed his appreciation of those men he so nobly championed. It is not our purpose to draw a moral from the above nor soar into imaginary heights predicting a glorious future for Mr. Heald, through the united appreciation of the men under him in all that tends to make a successful railroad, but we will leave it to common horse sense to say what influence such a speech would naturally have upon men who felt that they have such a champion.

That much good has been accomplished through the conferences with our managements there is no room for doubt, for we have but to refer to the many happy terminations brought about by our committees of adjustment in their conferences with the managements of our several railways, upon matters which have been of mutual interest to both. It is

true we were not always right in our demands, but we found them at fault in theory as often, and the result of these common understandings was to clear up the atmosphere, so to speak, and establish a better feeling among all concerned. These meetings have a tendency to inspire both with confidence in the other and call forth just such expressions as characterized the speech of Mr. Heald. We would therefore encourage the use of any factor that has a tendency to draw

the men and the managements into closer fellowship. We would encourage reciprocity among the men where friendly assurances are given them and urge them to show by every act, both on and off duty, that they are deserving of praise. We stand high in the esteem of our managements as an organization, but let each one constitute himself an indispensable part of a structure in which there shall be no flaw, and raise still higher.



### AN ABSURD SPOTTER SYSTEM.

Our attention has been called to an article in Ainslees' Magazine from the pen of S. H. Adams, who says that a most complete spotter system is in operation on one of our big eastern railroads, and is composed of men in every branch of service, and forms a perfect net-work around those employed, and is patterned largely after the secret service system of some of the eastern governments, possibly that of Russia. It says in part:

So far-reaching and so direct, however, are its lines of communication that the president of the organization is himself kept constantly informed of the trend of affairs and the changes of sentiment among the employes of every division and subdivision of the whole railway system, and that without the knowledge of any other persons but his own special corps of clerks and secretaries.

Nobody but himself knows the entire personnel of the wonderful service that he has perfected. His agents are drawn from every branch of the road's operating staff. They are engineers, freight brakemen, passenger trainmen, conductors, signalmen, yardmen, station agents, track walkers and even division officials. Should that road have a strike—and strikes are far less likely to occur than they were before the present system was put into operation—the president will have detailed warnings of it from all the storm centers long before the first mutterings find cautious utterance in the newspapers.

While it also acts as a defense against thefts by employes, this system is intended primarily to prepare, so to speak, a diary of the disposition, character, working efficiency and sentiments toward the road of the men who constitute the vast human machinery of the corporation. The feeling which culminates in a general strike is not the result of one act

alone, but a slow growth made up of many grievances, real or fancied.

To keep track of the shifting mental attitude of his employes is the aim of this railroad president. If a certain division superintendent has made himself unpopular with his subordinates, information to that effect comes "by underground wire" to the central office, and the matter is taken under advisement. If the newest fireman on the road attempts to stir up discontent by inflammatory talk, his views soon reach the official ear. Every leading spirit in the employes' organization is known to the president, who also knows whether, in case of trouble, the man is to be reckoned upon as a conservative or a radical.

Sometimes this works out the man's career in a manner quite incomprehensible to him. For instance, Night Watchman Brown is shifted without cause that he can fathom from one division to another. How should he know that rumors of trouble in that division have reached the presidential ear, and that he himself, being down in the president's little book as a speaker of weight and a counselor of conservative methods, has been shifted over to act as unconscious agent in checking a dangerous tendency.

Some of the admiring co-workers of the head of this system declare that in two minutes' reference to his collected funds of information he can unroll the family history of the woman who washes the windows of car No. 41144X and tell whether in her estimation, he himself is an oppressor of the down-trodden or a perfect gentleman.

Where so many invisible lines radiate from the same office, it is inevitable that some of them should cross. Curious complications result from contact between spotters as unknown to each other as they are to those whom they watch.

Several years ago, at a time of general labor troubles, a certain railroad got no

less than five reports from its confidential men informing them that an employe, who was several degrees higher in the secret service of the road than any of them, had they but known it, had been making incendiary speeches.

This was true. Matters had so shaped themselves that the man accused had to appear as a radical in order to gain admittance to inner councils, where the important questions would be finally decided. To the chagrin of the authorities, they were obliged to transfer him. Had they not done so the suspicions of the men who make the reports would have been aroused. That spotters should know each other as such is held to be highly undesirable. There is always the chance that they might work in conjunction instead of acting as checks on each other.

The whole seems to us nothing but a vivid piece of imagination and does not even appeal to ordinary common sense. To assume that men could be influenced to array themselves against each other to the extent that they deny themselves the right to appeal from unjust conditions imposed or to meet in council in matters pertaining to their welfare, is absurd. There may exist an excellent system of discipline and the personnel of the men may be such that mark them as men of character who would scorn to do a mean or dishonest act, and being such would expose any crimes that came under their notice; but to consider any statement that has in it such a condition of affairs as has been cited above is logically contradictory to all laws governing human nature.

That such condition of affairs exists in the government of Russia or any other country that employs emissaries, does not signify that American labor organizations are composed of a class of men who threaten the peace of the community nor

the lives of its citizens. American citizens are too bright to be made the subservient tools of any person to weld the shackles on their own limbs. Whatever sentiment swayed the writer, he has produced a proposition of a most despicable nature to those who love freedom. It clearly embodies a method of coercion, whether real or imaginary, for he says that when sentiments are uttered that are considered of an inflammatory nature the person uttering them suddenly finds himself shifted to another portion of the system. The inconsistency of this statement crops out in the fact that such action on the part of any official would have no tendency to check complaints if there were reasons for their existence, but on the other hand would fan them into a flame which would do infinitely more harm than to leave the person in the locality where he belonged. Moreover, the protective policy of the several organizations is such that the shifting of one or a dozen men who had uttered complaints, would in no wise effect a change, but on the other hand would hurry on a revolution.

There may be many systems on which a greater or less number of this contemptible type of human being is employed known as the spotter, but we want it understood that they are not among our Order nor our sister organizations. The principles upon which our organizations rest, and which have lifted us up before the world as men of sterling worth as citizens, are not calculated to make them traitors to their own interests, nor force upon themselves so degrading an occupation as that of a spotter—a Judas among his brethren.



## ANOTHER BLOW AIMED AT CIGARETTES.

The state of Illinois will soon, we hope, have upon its statutes a bill preventing the sale, or offering for sale, or giving away any cigarettes, cigarette papers or substitute thereof.

When we stop to think of the pitiful condition of thousands of our young men, rendered physical wrecks through the use of cigarettes, we can but wonder

why our christian leagues do not make an active campaign against them in every state. With the representation that our Y. M. C. A.'s have in the United States there is no reason why this evil should exist with their united support against it.

The Chicago Times-Herald says with reference to the bill now pending before The Illinois legislature:

The Illinois Christian Citizenship League is making energetic efforts to secure the passage of the anti-cigarette measure now pending in the state legislature. It was introduced in the senate by Senator Stubblefield, at the request of the league, and is known as Stubblefield Bill No. 97.

The bill is now in the hands of the committee on labor and miscellany. Representative Scrogin introduced the same bill in the house, where it was referred to the committee on judiciary. The measure is exactly the same as the law now in force in Tennessee, which has been upheld by the United States Supreme Court. The text of the bill is as follows:

"For an act to prohibit the sale, or offering for sale, or bringing into the state for the purpose of sale, or giving away any cigarettes, cigarette paper or substitute thereof, or otherwise disposing of.

"SECTION 1. Be it enacted by the people of the State of Illinois, represented in the general assembly: It shall be a misdemeanor for any person, firm or corporation to sell, offer to sell, or to bring into the state for the purpose of selling, giving away or otherwise disposing of any cigarettes, cigarette paper or substitute for the same; and a violation of any of the provisions of this act shall be a misdemeanor, punishable by a fine of not less than fifty dollars (\$50) or more than two hundred dollars (\$200) for each and every offense."

The plan of the league to push the bill to passage is to have each member of the legislature petitioned from his own district. This is considered the best method, as it is believed that it will make each member responsible to his own constituents.

The same plan to secure the passage of this bill would, if adopted by the Y. M. C. A. of the several states, soon secure its passage in every state and territory in the Union. Our own members are ever ready to contribute their support in the suppression of those things which deteriorate the health of our men.

The pernicious influence of cigarettes has been noted upon men in railway service and has received the condemnation of several companies, who will not continue men in service nor employ those who seek positions who are addicted to their use. They impair the intellect and render the victim unreliable in emergency. In any event they do not contribute to either health or happiness and should be entirely abolished. We hope our members everywhere will lend their assistance toward the abolishment of cigarettes and thus destroy an evil that affects not only our men, but which has in many instances defiled the lips of our women. If there be any one thing that should stir us to action it is the extent to which this evil has extended in this latter connection. They have very appropriately been termed "coffin nails." They are justly entitled to the name. Let every effort be extended to lend assistance to those who are striving to abolish them, and feel that through our efforts we have removed the possibility of their use in fastening the lid on the casket of our sons and daughters.



### A CASE OF RUE BARGAIN.

Without a doubt many of our readers have exhaustively read all that has been published relating to our treaty upon which we propose to grant the Cuban people their independence. It is not our purpose at this time to add any new thoughts upon this matter nor to indulge in criticism or comment. We felt free to express our views before the matter became so notably partisan, but there is still enough of national interest connected with it to justify a brief review of the history of our pledge as a people.

Let us take up that memorable resolution passed by congress on April 20, 1898,

and which met a responsive thrill in the heart of every American citizen:

Whereas, The abhorrent conditions which have existed for more than three years in the Island of Cuba, so near our own borders, have shocked the moral sense of the people of the United States, have been a disgrace to christian civilization, culminating as they have in the destruction of a United States battle ship with 266 of its officers and crew, while on a friendly visit to the harbor of Havana, and cannot longer be endured, as set forth by the President of the United States in his message to congress of April 11, 1898, upon which the action of congress was invited; therefore,

Resolved, By the Senate and House of

Representatives of the United States of America, in Congress assembled:

1. That the people of the Island of Cuba are, and of right ought to be, free and independent.

2. That it is the duty of the United States to demand, and the government of the United States does hereby demand, that the government of Spain at once relinquish its authority and government in the Island of Cuba, and withdraw its land and naval forces from Cuba and Cuban waters.

3. That the President of the United States be, and he hereby is, directed and empowered to use the entire land and naval forces of the United States, and to call into the actual service of the United States the militia of the several states, to such extent as may be necessary to carry these resolutions into effect.

4. That the United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction or control over said island, except for the pacification thereof, and asserts its determination when that is completed to leave the government and control of the island to its people.

When the fourth resolution was under debate the greatest stress was laid upon the disinterestedness of our conduct as a nation, upon the sanctity of the promise we were making to Cuba and to the world at large. Magnanimity was the sentiment that inspired one of the most determined armies that ever marched to victory. There was no hope of reward. To relieve a poor suffering people fighting for their liberty and independence was the noblest of inspirations to our boys in blue.

War followed almost immediately and the Spaniards were overwhelmed and in the fall of the same year were suing for peace. When the peace commissioners met in Paris on December 10 they formulated a treaty which was adopted by the senate on February 6, 1899, and in that treaty Cuba was provided for as follows:

Article 1. Spain relinquishes all claim of sovereignty over and title to Cuba.

And as the island is upon its evacuation by Spain to be occupied by the United States, the United States will, so long as such occupation shall last, assume and discharge the obligations that may, under international law, result from the fact of its occupation, for the protection of life and property.

Article 16. It is understood that any obligations assumed in this treaty by the United States with respect to Cuba are limited to the time of its occupancy

thereof; but it will, upon the termination of such occupancy, advise any government established in the island to assume the same obligations.

There is not a mandatory word to Cuba in the treaty, while throughout the document a distinction is made between the "relinquishment" of that island and the "cession" of the others. Evidently when this treaty was negotiated the pledge and purpose of the United States to Cuba was still for full and unconditional independence. Whatever may have been our regrets that caused us to deviate from the principles which inspired the resolutions, we had not as yet recovered from the pride we felt in being hailed by every nation of the earth as a luminous example of the magnanimity of a free republic toward an oppressed and struggling people.

After a long occupation of nine months by our troops the people of that island demand their withdrawal and the fulfillment of our pledge that they may enjoy a government under laws created by themselves. The extent of their freedom to do this is measured by the following text of the Cuban amendment to the army bill:

That in fulfillment of the declaration contained in the joint resolution approved April 20, 1898, entitled "For the recognition of the independence of the people of Cuba, demanding that the government of Spain relinquish its authority and government in the Island of Cuba, and to withdraw its land and naval forces from Cuba and Cuban waters, and directing the President of the United States to use the land and naval forces of the United States to carry these resolutions into effect," the President is hereby authorized to leave the government and control of the Island of Cuba to its people so soon as a government shall have been established in said island under a constitution which, either as a part thereof or in an ordinance appended thereto, shall define the future relations of the United States with Cuba substantially as follows:

1. That the government of Cuba shall never enter into any treaty or other compact with any foreign power or powers which will impair or tend to impair the independence of Cuba nor in any manner authorize or permit any foreign power or powers to obtain by colonization or for military or naval purposes or otherwise, lodgement in or control over any portion of said island.

2. That said government shall not assume or contract any public debt, to pay the interest upon which and to make reasonable sinking fund provision for the ultimate discharge of which the ordinary revenues of the island, after defraying the current expenses of government, shall be inadequate.

3. That the government of Cuba consents that the United States may exercise the right to intervene for the preservation of Cuban independence, the maintenance of a government adequate for the protection of life, property, and individual liberty, and for discharging the obligations with respect to Cuba imposed by the treaty of Paris on the United States, now to be assumed and undertaken by the government of Cuba.

4. That all acts of the United States in Cuba during its military occupation thereof are ratified and validated, and all lawful rights acquired thereunder shall be maintained and protected.

5. That the government of Cuba will execute, and as far as necessary extend, the plans already devised, or other plans to be mutually agreed upon, for the sanitation of the cities of the island, to the end that a recurrence of epidemics and infectious diseases may be prevented, thereby assuring protection to the people and commerce of Cuba, as well as to the commerce of the southern ports of the United States and the people residing therein.

6. That the Isle of Pines shall be omitted from the proposed constitutional boundaries of Cuba, the title thereto being left to future adjustment by treaty.

7. That to enable the United States to maintain the independence of Cuba, and to protect the people thereof, as well as for its own defense, the government of Cuba will sell or lease to the United States lands necessary for coaling or naval stations at certain specified points, to be agreed upon with the President of the United States.

8. That by way of further assurance the government of Cuba will embody the foregoing provisions in a permanent treaty with the United States.

¶ Let us strip these terms of flowery rhetoric and look at them in cold English and then decide if they are the offspring of that memorable resolution of April 20, 1898.

1. Supervision of all foreign treaties.
2. Control of Cuba's finances and credit.
3. Indefinite right of intervention.
4. Dictation by the United States in matters pertaining to sanitation.
5. Omission of the Isle of Pines from the delimitation of Cuba's boundaries.
6. Sale or leasing of lands to the United States for naval and coaling stations.

Of course there is nothing within these demands that we ought not to have. We agree that they are for the best interests of our country; but of however much importance they may be, we cannot condone our conscience that we ought to break our faith with this people. We have "traded horses," and it is too late to rue bargain.



## ILLEGAL OPERATION OF EMPLOYMENT BUREAUS.

The report of the commissioner of the Bureau of Labor Statistics of the state of New York for 1900 contains the statement that despite the agitation of the New York press no change for the better has taken place in the pernicious practices of the so-called employment bureaus of that state, but on the contrary, evil influences have been augmented, and the wrongs emanating from same have been very much intensified. It further says that prosecution has availed nothing, for they are operating just as they did before attention was called to their evil practices.

When we are called to look upon existing evils of this nature we naturally look not only for the cause that inspires their

existence, but for the reason that they are allowed to exist. It is evident in the first instance that they are inspired by pecuniary gain, or they would not continue to do business in violation of the law, and after penalties had been assessed by that law. It is evident in the second instance that their continued contempt of that law is either evidence of its lack of enforcement or that it is inadequate to quell the evil. The latter proposition seems to our mind to embody the principal reason for their existence, and upon the municipal government may be safely laid the blame for all the suffering and injustice that results from their operations. The commissioner gives an illustration and consequent effects of a method



of dishonest advertising, which seems to call for the exercise of more thorough police power, if not a more drastic law. He says:

One of the employment agencies in this city has a very unique method of promoting business. An advertisement will be inserted in a Sunday edition of one or more newspapers, stating that there is a vacancy open for a housekeeper or a position of equal grade. The advertisement is so worded as to appear to emanate from a private employer. In answer to this advertisement, numerous letters are sent to box so and so, uptown or downtown, as the case may be, and on the following Monday and Tuesday mornings, a "lady," the representative of the employment agency, collects the letters sent in answer to the advertisement. When those letters are brought to the agency, a notification is sent out to each party who answered the advertisement, telling her to call at a certain number and street. Even this request is so disguised as to lose all evidence of the business nature of the institution sending out the communications. As each person arrives at the office, she is registered, for which a dollar is charged. She is told that her reference will be investigated, and if satisfactory, she will obtain the position; I am informed that the net income from any one Sunday's advertisement under this pet scheme amounts to between \$125 and \$150. Of course there was never a vacancy of the kind advertised for which was to be filled by the proprietor.

The laws now in force in the city of New York provide that the registration fee charged by bureaus operating in that city shall be returned within thirty days if satisfactory employment is not found for the applicant. The enforcement of this law does not appear to be taking much of the time of those whose duty it is to protect innocent persons from being gulled by a lot of sharks, who style themselves an employment bureau. While it is true that the existence of these concerns cannot be said to affect us directly as an organization, we do claim that our love of humanity and justice is appealed to in every instance where abuses are heaped upon those who are seeking for employment to obtain means to provide for those dependent upon them. The characteristic generosity of railroad men is equaled only by their spirit of justice for the oppressed, and any act in contravention thereof among the members of the labor family calls forth their condemnation.

The extent of the evil arising out of the operation of so-called employment bureaus may be better understood by quoting the commissioner, who says:

So many were the abuses of the employment intelligence agencies throughout the state, and so notorious were they, that Governor Theodore Roosevelt, in his message to the legislature, 1900, recommended the state supervision of intelligence agencies as a remedy for such abuses. Along the line of the governor's recommendation, there was introduced a bill known as the Ford-Kelsey bill in the senate and assembly, entitled "An act to regulate the keeping of employment agencies in cities of the first and second class, where fees are charged for procuring employment or situations."

This bill was of such a character as to merit the endorsement of many reputable employment agents in Greater New York, who realized the abuses complained of and were desirous of having such abuses abolished. Large bodies of citizens throughout the state approved of the bill. The labor organizations of the state of New York, the University Settlements, Social Reform Club, Church Temperance Society, Society of St. Vincent de Paul, Catholic Total Abstinence Union, Church Society for the Improvement of the Condition of Labor, Society of Ethical Culture, United Charities, United Hebrew Charities, Employment Bureau of St. Bartholomew's Church, New York Baptist Preachers' Meeting, and the New York Methodist Preachers' Meeting, endorsed the bill. It was also highly commended by Right Reverend H. C. Potter, Bishop of New York; Reverend Doctor Slicer, Reverend Alexander P. Doyle, and Bishop Doane, of Albany. Since then the principles of the act have been embodied in the state platform of the republican party.

The Ford-Kelsey bill was passed unanimously in the Assembly; after being amended in the Senate it was impossible to have it reported from the Committee on Cities in that body, and it remained there when the Senate adjourned.

While the foregoing is confined strictly to the city of New York it must not be understood that this is the only place where such conditions exist. These nefarious concerns are finding a foothold wherever labor in any great numbers is seeking for employment. They are parasites who take away the last crust and render the needy destitute. Our efforts might be extended very worthily in fighting these illegal concerns wherever we find them existing.

## THE INFLUENCE OF THE CHURCH.

Railroad men are generally understood as being an irreverent class, who have but little or no veneration for things divine. While it is true that as a class they do not constitute any considerable support, spiritually, to any of the denominations, they are far from being irreverent. For some reason there seems to be a lack of assimilation between their work and that of the church, but away down deep within every man's heart we find the tenderest of human sympathies and the noblest of virtues—charity.

We will not attempt to plead these as a justifiable reason, however, against the charges that we are lax in attending church, nor will we here discuss church-going from a religious point of view, but we will say for church-going that it stimulates a healthy sentiment that cannot be aroused elsewhere. We produce here-with an excerpt from Hearst's Chicago American on the subject of church-going which possesses some convincing truths and is at the same time within the boundaries of our province to produce :

Going to church is not any mere matter of "morality," or "good conduct," or "setting a good example." It is a useful and important part of life. If it be true, as alleged, that church attendance is dying out in America, as in France, that is a very bad thing for the country. There is nothing to be gained by urging church attendance on those who attend church now.

Men will tell you that they do not attend church, but they are "as good as their neighbors who do." Others will tell you, justly, that it is better to act Christianity and fail in its forms than to do the reverse. Still others declare that the entire earth is God's temple, and that he who spends an hour of Sunday contemplating God's power in His woods, or His fields, is as good a Christian as he who attends church most regularly.

All this is apart from the question.

The religious instinct in man is his highest, and it is that instinct which accounts for his progress.

All men save the unreasoning and egotistical egotist, will admit that our welfare demands that our religious instincts shall be encouraged and cultivated. It is the atmosphere of the church that arouses and maintains the religious feeling in man.

The woods and the fields encourage thought and inward devotion. The church, the congregation, the outward

forms of religion stimulate religious feeling and spread among men intensity of devotion.

The word is true and impressive which says :

"Where two or three are gathered together in my name, there am I in the midst of them."

God's strongest agency in the ruling of His creatures is association. Wherever two or three are gathered together, the feeling which animates them is multiplied in strength by two or three at least, and oftener, by two or three hundred. The gregarious instinct, with men as with God's minor wards, the ants and bees, is the strongest instinct, and the most fruitful of good results.

You stand alone and dwell on patriotic thoughts. You may think that alone you are as good a patriot as it is possible to be.

The man who does not go to church may think that away from church he is as good a man and as good a Christian as it is possible for him to be.

But both are mistaken.

Let the former mingle in a crowd greeting soldiers returning from war. His soul is set on fire by the enthusiasm of those about him. Every cry of patriotic joy that reaches his ears calls forth a patriotic response. Alone, he is mildly a patriot.

In a great crowd, recognizing with his fellows the beauty of national devotion, he is an ardent enthusiast, and he finds that he has absorbed earnest feelings that transform his character, and make of his former, solitary patriotism a mere sham and shadow.

Of the man who does not attend church the same may be said.

By himself, he imagines that he realizes the goodness of the Creator. He thinks that he feels the force of religious devotion. But let him mingle with a devout congregation, and he finds that his former mood was one of supine, characterless generalization.

The atmosphere of the church to the Christian is like the atmosphere of parading troops to the patriot. One man's devotion fires the man next to him. The earnest mood of the congregation fires, inspires and instructs the clergyman.

Association in religion is the most important factor, next to divine inspiration. Association among men is the key to all progress, as among bees and ants.

If we wish to strengthen and perpetuate the religious emotions, we must attend church, strengthen churches, encourage clergymen, and emphasize each of us in our own person the value of religious feeling. Is religion an important

factor in human life—is it an essential factor in life?

We shall take—not the testimony of an ardent believer—but the testimony of a reverent agnostic, estimating the power of religion on purely historical and accurate grounds, not on the grounds of sentiment.

This quotation is from Ernest Renan:

"Disastrous to Reason the day when she should stifle religion. Our planet, believe me, is toiling at some mighty task. Do not pronounce rashly upon the inutility of such and such of its parts; do not say that it is needful to suppress this wheel-work, which seems only to thwart the play of the others. Nature, which has endowed the animal with an infallible instinct, has put into humanity nothing deceptive. From his organs you may fearlessly infer his destiny. *Est Deus in Nobis*. Religions are false when they attempt to prove the infinite, to define it, to incarnate it (if I may so speak); but they are true when they affirm it. The greatest errors they import into that affirmation are nothing compared to the value of the truth which they proclaim. The simplest of the simple, provided he practice heart worship, is more enlightened as to the reality of things than the materialist who thinks he explains everything by chance or by finite causes."

We have written this for those who do not attend church, and we hope some will

read it fairly and think of it. Ours is an organization based upon a motto that derives its inspiration from those same truths propounded in God's sacred temple, but they lose their effectiveness when we continuously absent ourselves from our councils. The same may be said of all institutions whose purpose is to inspire within us noble thoughts and deeds.

If the few excerpts from the Holy Writ which constitute the foundation of some of our societies are such an inspiration for noble and glorious deeds of chivalry and pure beneficence, why should not our attendance at church be rewarded manifoldly by hearing a more extended discourse upon the same truths?

While we are in search of that inspiration that affords to us a better means of promoting interest in our Order, let us not forget that the atmosphere of the church will more surely furnish that enthusiasm than any other. Its influence spreads through life, diverges in every direction and penetrates every condition. It carries its cheerful influence into our homes and inspires us with purer thoughts, not only around our own fireside, but with the world at large.



### AN IMPRUDENT RECOMMENDATION.

The action of Rear Admiral Sampson in denying promotion to Charles Morgan, the gallant gunner on the cruiser New York, on the ground that he is not fitted by birth for the social standing such position would give him, is received by us common people with dim understanding. Of course the admiral claims to have been connected with other things that we do not understand as well, but without attempting to take sides against the arguments he brought to bear to prove without precedent that he was in the game at Santiago and entitled to the lion's share of the spoils, we are trying to get it through our heads how with such precedents as are afforded in the cases of Admiral O'Neill, Sampson's successor; Captain Dyer, who commanded the Baltimore at Manila, who was a short time ago retired as a Rear Admiral; Admiral Hichborn; Admiral Melville and others who

were promoted and rose through sheer merit, that he can at this time find ground to deny Charles Morgan's application to the position of ensign.

Perhaps this arbiter elegantiarum, as he has been called, sees a necessity in the evolution of naval warfare for the creation of a new requisite for a commissioned officer—one of the Oscar Wilde type, for instance. Of course we are not capable of judging just how great an influence esthetics would have in modern warfare, nor to what extent drawing room chivalry could be adapted in engagements such as our modern engines of war have been in. But they must be a matter of first consideration if they are to stand ahead of professional ability, gentlemanly bearing and technical education.

In his letter to the Secretary of the Navy, these are his indorsements:

"Navy Yard, Boston, Mass., Feb. 14. In-

dorsement 1:—Respectfully forwarded to the Navy Department for its consideration:

"2. Mr. Morgan has good professional ability. He also has, which distinguishes him from most other warrant officers, a gentlemanly bearing. If he were to be commissioned as an ensign he would probably compare favorably both professionally and in personal conduct and bearing with other officers of that grade, as far as his technical education would permit.

"3. It is earnestly to be hoped, however, that the Secretary of the Navy will not find it necessary to take advantage of the authority which I understand is to be granted him to appoint a certain number of warrant officers to the grade of ensigns.

"While it is true that these men are selected from a large class of men of very unusual ability, which distinguishes them as perhaps the professional equals of their officers as far as their technical education stands, it is also true that they are recruited from a class of men who have not had the social advantages that are a requisite for a commissioned officer.

"It is submitted that in time of peace the navy's function consists to a certain extent of representing the country abroad, and it is important that the navy's representatives should be men of at least refinement. While there are perhaps a certain few among the warrant officers who could fulfill this requirement, I am of the opinion that the vast majority of them could not.

"Once they are commissioned, they will have the same social standing as other officers, and no distinction properly could be made in extending general invitations. The consequences that would arise from their acceptance might not redound to the credit of the navy or the country which the navy represents.

"I do not mean to detract from the sterling worth of the warrant officers of the navy. I merely mean to suggest to the department that, unfortunately for them, they have been deprived of certain natural advantages, and in consequence their proper place is that of leading men among the crew, and not as representatives of the country in the wardroom and steerage.

"4. I request that this may be brought to the personal attention of the Secretary of the Navy. W. T. SAMPSON,  
"Rear Admiral U. S. N., Commandant."

The Philadelphia North American, in speaking of the right he assumes to lay down the social laws which should govern the American navy, says :

One of the things that distinguish Admiral Sampson from Napoleon is that the latter thought an army and navy were primarily designed for fighting purposes; therefore Napoleon removed all artificial bars from the pathway of talent, and in consequence had the brains of all France, instead of the brains of a class of France, at his service:

It was, we believe, an Austrian royal personage who held that "mankind begins with a baron." The Sampson notion is that mankind begins with an Annapolis graduate. He is quite right, of course, in believing that it is desirable that the United States should be represented abroad by gentlemen who have had "social advantages" and possess "refinement," but after all a man who knows how to fight well and bows badly is to be preferred in the American navy. And is Admiral Sampson quite sure that even he himself fills the social bill for which he pleads? Is it not thinkable that foreign potentates and nobles and navy officers feel the same distaste for him that he does for warrant officers? The Admiral is of the humblest origin, despite the aristocratic soul which swells his chest in the sight of earth and heaven. His father was a day laborer, and he himself did odd jobs before he went to Annapolis. Is it not possible that the Old World Sampsons in their hearts refuse to consider four years at a naval school sufficient to polish away these hideous facts and transform the peasant into a gentleman? To them, tried by his own code, the refined Admiral Sampson, with all his later social advantages and refinement, may seem but a gent. And for other reasons than these we are of the opinion that Admiral Sampson is just that, and a particularly small and ridiculous specimen of the class besides. It is a mortification to the country to have a man of such intellectual limitations and such undemocratic prejudices in high command in the republic's navy.

The press is inclined to condone the action of Admiral Sampson on the ground that he is in ill health. We condone with them, and are willing that the spirit should extend back far enough to cover the engagement at Santiago, but we don't want to see any laurels torn from the brow of those who won them, nor see our gallant gunners turned down because they can't bow as politely as some Annapolis production.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

The usual greetings of the New Year have more significance than usual, in that they are accompanied by "and best wishes for the 'New Century.'" and we are led to ask: What of the New Century? What of the New Year? As a most notable event, and one prophetic of what we may expect the future to bring our cause, we believe the questions merit the most careful study. The benefits which it aims to secure, are not for the few, but for every member. It follows, then, that since every member will share its benefits, every member will be asked to share its responsibilities. As much ability is required to carry on, as to originate an enterprise. All great work depends on organized co-operation; a wide range of knowledge of interests is better than a narrow one. We are bound together by that which in organization affairs is even stronger than material interests: The test of sentiment, the test of common interest and of common aspirations. We recognize all these members, have become as one family, that their good is ours, and that our strength is theirs. They have freely given their support to a cause which they must have considered and believed to be just. What has this cause done for us? It has widened our horizon. It has broadened our views. It has made us charitable. It has made us fraternal. It associates us in the intimacy of mutual hard work. Whatever strengthens the mind, whatever broadens the vision, or intensifies our interests, is a source of culture. Not since the inception of the Ladies' Auxiliary has there been such activity participated in by such numbers. Relations such as these are becoming more numerous and marked every year, and who will deny they are full of hope for our cause. Whatever may be said in favor of the Auxiliary work, it has never failed in its purpose when properly executed. Time was when it was feared as an enemy to the home. To-day it is recognized as the friend, the benefactor of the home. The relation of the Auxiliary to the Order of Railway Conductors is often misjudged. As Brothers and Sisters we should mutually assist each other in our work. The Auxiliary work is no experiment. The most progressive Divisions of the Order of Railway Conductors have used their influence to assist the wives to organize, and the

mutual experience is all become better and more useful by reason of the influence of these associations, their accomplishments have been surprising, the more complete the co-operation the greater the results. There is much for us to do—the future is full of Auxiliary duties and opportunities. There is no longer any room for doubt as to the course which should be taken by those who are to bring these Orders nearer to their perfection. In our efforts to meet the demands upon our cause, we will strain to the utmost all its resources. The results of its influence are to be seen, and stands as a monument to the zeal and devotion of our members.

The wives who devote themselves to the business of conducting things satisfactorily at home, have proven their worth in public work also. Not content with present attainments, she steps forth with dignity, believing she need not hold her efforts wholly within her home, if they are not all needed there. The associations of the Auxiliary work has been strengthened and broadened by the interchange of ideas to strengthen and increase the influence of the home. Whatever accrues to the benefit of woman, whatever advances her influence, uplifts the home. It does not seem too much to expect a larger growth—a greater development. The conditions are most favorable. We urge all conductors' wives in America to give the Auxiliary subject careful consideration. One of our Orders meets in every city. Is a conductor's wife interested enough to use her influence to secure a charter list? A copy of our laws, explaining conditions, will be forwarded to any address requested, and any information not pertaining to our work will be cheerfully given. Ask yourself: Is this my part in the work of uniting the interests of the conductors' wives of America? In answer to the questions: "What of the 'New Century'?" "What of the 'New Year'?" let us answer for our Order: It shall be a century of combination, whose privileges shall be a priceless heritage. Let us set our faces to the future, and take up the march of progress.

The Advisory Board awarded the medal to Como Division No. 98 of St. Paul, Minn., Denver Division No. 23, of Denver, Colo., was second, and Banner Division No. 6, of Toledo, O., was third in the contest. I am, fraternally, Mrs. J. H. MOORE, G. P.

**Editor Railway Conductor:**

Auxiliary No. 128 is prospering. We gave our first ball on Thanksgiving evening, which proved a great success and added a nice sum to our treasury. We have been giving teas at the homes of the different members, and they have been enjoyable as well as profitable affairs. Our officers for the year 1901 are: Pres., Emma Corey; V.-P., Dora Wolf; S. and T., Catherine Sullivan; S. S., Sadie Crawford; J. S., Isabelle Healey; Guard, Ida King; Ex. Com., Jennie Straulman, Julia Judd, Nannie Read; Correspondent, Isabelle Healey; Ins. Agent, Julia Judd; Delegate, Kittie Pond; Alternates, Emma Corey.

On the first meeting in January our installation took place, our ex-president, Sister Jones, acting as Grand President, Sister Dick as Grand Secretary, Sister Gould as Grand Marshal. A great many homes have been visited by sickness this winter; the grippe has been very prevalent in this community. I was pleased to see a nice letter from 116, Newton, Kansas. As a few of us are acquainted with some of the members of 116, we were interested in our neighbor Auxiliary. I think holding installation with our Brother workers, the O. R. C., as the Sister mentioned, a clever idea, and well worth emulating.

I will close with good wishes to all sister Auxiliaries and success to the O. R. C.

Dodge City, Kan.

CORRESPONDENT.

**Editor Railway Conductor:**

Auxiliary 48 held their election of officers, and this meeting was one of the best ever held by this Division. The best material was chosen to fill the chairs for 1901, and with the great interest the new officers display for our gain and good we are bound to prosper, for our new President and her co-workers don't know the meaning of the word "fail"; always ready to extend to all the greatest of all, sweet charity. Oh, how much good we can do if we only make an effort. What greater field can be given us? Look around and go to those that are in trouble, that need your assistance. Nothing can elevate the Order more than to confine ourselves to our motto, "Charity, Truth and Friendship." The expression that our motto represents is sublime. Some may say, "My church work is all I can do." Sisters, God says in His holy book, let your light so shine that you will glorify your Father in Heaven. That means to go outside of your own church; do good by the way-side. I am proud to say our little band of Sisters' hearts all beat in unison, always ready to respond to a call of mercy. Our work will show for itself. We don't need any symbol but our good work. I can't understand why so many conductors' wives refuse to join the Order. Are you ashamed of the Order your husband belongs to? Shame! I am astonished. It has been said by a few thoughtless women that the Order did not represent the best element of woman. Oh, Sisters, God have mercy on you! You surely don't understand or know the Order, with its sweet simplicity and grandeur of expression of all that is good and elevating to manhood and womanhood. To me it represents the old-time aristocracy, when all were good, each one trying to show her

true blood by her daily walk and conversation and good deeds of kindness to one and all. Sister, are you a christian? If so, why don't you join the Order and help make it good? We need you in our work. It will then encourage your husband. Don't he carry his insurance for your benefit? Then can't you reconsider and help make him happy? We have one dear little Sister here in Chattanooga that her husband has just received \$3,000 for disability. Don't you know she is happy to know she is a member of the Auxiliary to the O. R. C. Yes, indeed, she is. It makes us less selfish. The same may come to you, then you will regret and have a remorse of conscience for not having done your duty, to join the Order and help the good work along.

Our new officers are: Pres., Mrs. J. B. Capehart; V. P., Mrs. J. A. Stone; S. and T., Mrs. R. B. Stegall; S. S., Mrs. J. G. Marton; J. S., Mrs. J. B. McAlister; Ch'm Ex. Com., Mrs. W. T. Capehart; Sub. Ins. Agt., Mrs. Peter Gorman; Correspondent, Mrs. B. F. Griffiths; Guard, Mrs. F. B. Scroggins; Musician, Mrs. Thomas; General Roustabout and Maid-of-all-work, Mrs. Louise Oliver.

I feel honored, for Auxiliary 48 is the only one that has the distinction of this office, which is of great importance. Our installation of Division 148 and Auxiliary 48 was a grand success. Everyone gets better, and I will say to those that missed it, they have reasons to be sorry. All acquitted themselves in a commendable style. After the exercise was over at the hall we were told to fall in line and follow the chairman of the entertainment committee, Brother B. F. Griffiths, who knows his business to perfection. He should be retained in that office, for he is the right man in right place. We walked two blocks to get to the hotel where the banquet was served in Delmonico style by one of our best caterers of the city. The menu was first-class, and served in a delightful style. The tables were loaded with all the delicacies of the season. All vote Brother Griffiths a vote of thanks for his hard work and the great interest he takes in the Order. Sisters, extend thanks to your Brother. Brother and Sister Griffiths are fine entertainers and know how to make their guests happy, which was proven on New Year's Eve. Well, a large company was invited to their hospitable home to watch the old year out and the new year in, as well as the new century. We were most cordially greeted by Brother and Sister Griffiths' cheerful words, filled with that expression of true love for all their guests, that is like sweet perfume and have a meaning that only a few realize. There is nothing so pleasant in this world as the feeling of one that is remembered. The influence of such a gathering is grand. The evening was spent in pleasant conversation and music, and best of all, Brother Stone gave a few readings in his best style, which were select and well chosen, to the gratification of all. His readings were filled with pathos—tragedy and comedy. Just as the midnight bells were ringing the nineteenth century out we were ushered into the dining room and the view that greeted our eyes, words cannot express—a most delightful, gorgeous sight; a banquet that would delight Prince Albert. To say we enjoyed it does not express it. After all was over we departed for



our homes. Such hearty greetings and congratulations stirred the winter frost and made a very deep impression on all. Brother and Sister Marton's entertainment was a before-the-war supper, which means something elegant. I am told by those who participated in those magnificent dinings that their equal could not be found outside of an old planter's mansion. Well, it was duplicated by Brother and Sister Marton, and to me it was a grand treat. The menu was very elaborate and it was served in exquisite style. The pleasures of the evening were music, and a novelty was introduced, to guess the weight of a live donkey that was tied in the yard. The fun was great. The one that missed the farthest had to ride it two blocks, and then the fun began. You can guess how easy it was to ride, but after a time he rode it. The supper was a grand success. Thanks for the big red apple. Hope it will be repeated at some future date. Speaking of reformation and the temperance question: No one dislikes intemperance and dissipation to excess more than I do, but when woman unsexes herself and gets so masculine and does what Mrs. Nation has done it will cause more evil. Teach your children the use of everything, and not the abuse. As a matter of course we cannot indorse her work, much as we may sympathize with her hatred of the saloon. Violence breeds violence. A reformation based on force cannot be permanent. Auxiliary 48 extends best wishes to all. MRS. LOUISE OLIVER.

Chattanooga, Tenn.



#### Editor Railway Conductor:

Auxiliary 137 had its annual election of officers and re-elected most of our former officers, which proves how smoothly things are working with us. We have for President, Mrs. A. B. Honeycutt; V. P., Mrs. F. J. Davenport; S. S., Mrs. Wm. Purcell; J. S., Mrs. Fred Wood; S. and T., Mrs. Ed Humphrey; Guard, Mrs. E. A. Wyman; Ex. Com., Mrs. John Dougan, Mrs. Annie Coffey and Mrs. W. D. Davis; Sub. Ins. Ag't, Mrs. E. A. Wyman; Correspondent, Mrs. Hugh McCranie.

Deputy Grand President, Sister Ingram, of Fort Worth, was with us for inspection on that day and complimented us very highly, but I am not going to tell everybody what she said. She is proud of us, 'cause she said so. We likewise reciprocate her feeling. She is so gentle and sweet. I am afraid Brother Ingram would become jealous if he knew how dearly we love her. We had our installation on the 19th inst. We planned a joint public installation with Division 262, which we carried out to a finish, including a fine musical program, with but one single event to mar our happiness—the absence of our beloved President, on account of serious sickness in her family. Don't ask about 262's part; they played us a "dirty Irish trick." They realized how far superior our work was to theirs and slipped out and had the electric lights turned off just before their turn came to finish up the program. Of course they couldn't install in the dark, so we wended our way homeward, weak from fasting, and hunted up the cupboard for a cold potato and pickle. We had anticipated something in the way of a spread, and went prepared to do full justice to the occasion, with above results. They have

not installed yet (waiting for business to drop off, so they say).

We have had quite a lot of serious sickness among our members; none fatal, however. We are doing some excellent work, not only among ourselves, but among deserving outsiders; relieving their wants as best we can and lightening their burdens somewhat, which tends to make us happier. We have never failed at an undertaking yet, regardless of the numerous drawbacks that we've had to contend with. We give them the "high-ball" and "run light" to next meeting point. I guess I had better side-track and allow Brother Humphrey to pass up the line. We elected Sister Honeycutt as delegate to St. Paul, with Sister Purcell as alternate, either of which you good Sisters up there will find to be "what the doctor ordered." I will introduce them later.

We wish all to understand that Auxiliary 137 is not playing Rip Van Winkle. Since our installation we have added the names of two noble little Sisters to our list, of whom we are justly proud. They are Sisters Prickett and Myrick, and they rode "dat goat" as seriously as the occasion demanded. Great animal, ours! Mrs. Lee Wilson was to have been initiated with them, but sickness prevented; however, we hope to have her with us at next meeting. Perhaps it was lucky for us not to have had three candidates at once; our craniums are becoming enlarged so rapidly, anyway, 'twould have been certain to have affected us more or less. At present we are exerting ourselves somewhat in an effort to gather together a sufficient number of "plunks" to show our delegate a good time in St. Paul. We have a snug little sum on hand, but just like to keep the wheel turning to prevent getting out of practice—or money. Sister Humphrey contributed quite liberally toward the good cause in the way of a valentine tea, which proved a grand success both financially and socially. Then we had a surprise candy pulling at Sister Clements'—a rousing success, socially. Take 137 as a body and show us someone else who can have more fun! Sister Wood entertained us yesterday with a "swell" at home, to meet her sister, Mrs. Hess. On account of sickness your scribe missed it. I am now planning some way to get even. There is something wrong with that apparatus called the weather bureau; we have not been rained on for some time.

We are delighted to have our beloved President with us once more after a fearful siege of scarlet fever in her family. Sister Barton's little girl has recovered from a severe attack of pneumonia. We are blessed with good health among our members now. If this letter should collide with its predecessor it would produce a "double-header," which we oppose bitterly down here in Texas, and—then—I guess I'd get "my time." SISTER MAC.  
Cleburne, Tex.



#### Editor Railway Conductor:

Another year and century has passed away. Our election and installation of officers is over. Special credit is due the retiring officers, as they have been prompt and faithful, consequently the meetings were well attended. The following officers were installed, Sister Collins acting as installing officer, Sister Riley as Grand Secretary and Sister

Dallas as Grand Marshal of Auxiliary No. 96, of McKees Rocks, Pa.: Pres., Mrs. J. A. Ody; V. P., Mrs. W. D. Motheral; S. and T., Mrs. John Rinehart; S. S., Mrs. Lena Albright; J. S., Mrs. M. A. Leech; Guard, Mrs. John Davis, Ex. Com., Mrs. J. C. Naser, Mrs. Charley Gray and Mrs. Henry Fout; Sub. Agt. Ins., Mrs. Wm. Bresbin; Corresponding Secretary, Mrs. Philip Moonly; Delegate, Mrs. H. L. Reigh; Alternate Mrs. Philip Moonly; Pianist, Mrs. W. B. Rice; Link-Work Officers: Charity, Mrs. J. W. McQuiston; Truth, Mrs. J. H. Rambo; Friendship, Mrs. Philip Moonly; Banner-Bearer, Mrs. C. H. Mell.

Sisters, with the new year let us all start with a determination to make this a successful year. We can if we will, for we all know character doth evermore proclaim itself by or against our will; by every act of our lives we make known to the world what manner of person we are. As a woman thinketh, so is she. Are we awake to the grandeur involved in the fulfillment of our obligation? Humanity needs sympathy, comprehension, wisdom, and love, and the price of these qualities is far above rubies. Look for what is good and strong. Honor that, rejoice in it, and your own faults will drop off like dead leaves when their time comes. We all know better what we should do than we are given to do.

A little boy on being asked how he learned to skate, replied: "Oh, by getting up every time I fell down." Therein lies the secret of success. The successes and prosperity of a Division or Auxiliary depends upon every individual member, whether in official position or a private within the ranks. Sisters, let each and every one of us feel that we are a part of the L. A. to O. R. C. The Auxiliary belongs to us and upon us depends the fulfilling of its destiny. We are to steer its course, spread its sails and conduct it safely through the tempests and calms of life to the desired haven. Then, let us work for its success; talk about its object to wives of conductors; prevail on the worthy to join us; make the meetings social and interesting; show to all that we are in earnest in the work and prosperity will surely be the result. The union meeting held under the auspices of Auxiliaries 9, 24, 57, 96 and 112, Jan. 24 and 25 was a decided success from every point. We had the pleasure of entertaining three of our Grand Officers, namely, Grand President Sister J. H. Moore, Grand Secretary Sister W. E. Higgins, and Grand Senior Sister B. F. Wiltse. The meeting was called to order by President Sister Ody, of Auxiliary 9, by an address of welcome, responded to by Grand President Sister Moore. Visiting Sisters were present from Auxiliaries 3, 46, 88, 5, 112, 96, 57, 24, 40, 6 and 50. In the afternoon inspection of Division 9 by the Grand President took place. A very able and instructive address was delivered and we felt that all who listened to the words of wisdom and advice would feel encouraged and try and work more and more to make the Auxiliary one of the best Orders in the state. The next day's meeting was held in McKees Rocks, Pa. After the opening ceremony, which was conducted by Auxiliary 96, the officers of Auxiliary 9 took the chairs and exemplified the initiatory work. Auxiliary 57 the ballot and Auxiliary 24 conducted an election of officers. A parliamentary drill and ques-

tion box and insurance took up a good part of the time. Auxiliary 112 closed the meeting. In the evening a reception, public installation and banquet was given in the same hall, to which the Brothers were invited. Addresses were made by Brother G. W. Miller, Brother McQuigen, Brother J. A. Ody and Brother Overcash, of Division 172, who paid quite a compliment to the Auxiliary, saying in part that the Auxiliary was to the O. R. C. what Eve was to Adam, that something was lacking until God created women, and so with the O. R. C.; it only needed the Auxiliary to make the O. R. C. a success. And so we might mention a host of other good Brothers who know what good the Auxiliaries are doing, if space would only permit. Sister J. A. Reinhart, in behalf of the Division, presented each of the Grand Officers with a bouquet of carnations, our emblematic flower. Sister Moore responded in her usual able manner. On February 18 Division 314 entertained Auxiliary No. 9 and their husbands. The evening was very pleasantly passed in playing progressive euchre. An elaborate lunch was served, and at a late hour we took our departure, feeling that we had never experienced a more enjoyable time. I wish all Brothers and Sisters a very happy and prosperous New Year.

MRS. PHILIP MOONLY.

Pittsburg, Pa.



#### Editor Railway Conductor:

Auxiliary 2 has duly installed its officers, and they have already put their shoulders to the wheel. The President is Carrie Mitchell; V. P., Louise Stevens; S. S., Anna Sanderson; J. S., Kate Goodwin; S. and T., Lillie Church; Ch'm. Ex. Com., Matilda Walker; Guard, Hannah Blatchley; Organist, Matilda Walker; Delegate, Anna Sanderson; Alternate, Matilda Walker; Banner Bearer, Mary Smith.

Our Auxiliary is small, but thrifty. A great many of the members are distant ones. Lately we have received inspiring and enjoyable letters from India Fessler, Blue Mound, Ind., Lulu Kidd Momen, Ill., Mary Stewart, Urbana, Ill., Bertha Tolley, Logansport, Ind., Sarah Courier, Frankfort, Ind., Anna Smith, Stuttgart, Ark., Freda Englet, Chicago, Ill. We are always so pleased to hear from them, and wish they might favor us oftener.

Announcement was received of the arrival of a young conductor at the home of Brother and Sister Courier, of Frankfort. We have done very little socially this winter, but we have made a good beginning and decided that our enjoyable time at Sister Blatchley's should be only a forerunner of many for this year.

MRS. L. M. STEVENS.

Danville, Ill.



#### Editor Railway Conductor.

On January 2, Division 7 and Ladies' Auxiliary No. 87 held a joint installation of officers, when the following were installed officers of Division 7: J. E. Archer, S. C.; N. Darrow, A. C. C.; J. M. Mamsey, S. and T.; J. C. Williams, S. C.; J. S. Thaw, J. C.; J. Huff, I. S.; G. Foley, O. S. Division No. 87 installed the following: Mesdames J. S. Thaw president; Thomas Ferguson, vice president; M. C. Giles, secretary and treasurer; W. J. Hoover, jun-

ior sister; J. C. Williams; senior sister; G. O. Clark, guard; G. W. Shearer, correspondent. The exercises were interspersed with music. The visitors were made to feel welcome by a few well chosen remarks from one of the members of Division 87—an eloquent address from Mrs. F. A. Noble of Palestine. Chief Conductor Archer gave a very flattering report of the doings of the Order in Texas and in Houston. Brother J. J. Donovan, installing officer for Division No. 7, closed the exercises with a few complimentary remarks, after which a sumptuous banquet was served in the adjoining hall. The tables were beautifully decorated with white, green and red, the colors of our Order.

I announce with pride the rapid success our Auxiliary has made during the past year. Meetings have been well attended, the members fully appreciating the advantages gained therefrom. I regret to note that some of our Sister Auxiliaries have been criticized for non-interest in the work. Ice cream socials, afternoon teas, etc., are all in order—very pleasant and agreeable, but I think it's unfair to say only such things tempt the members out. Arouse yourselves, Sisters, to an active, persistent interest! Untiring in your purpose, you will surely succeed in the upbuilding of your Auxiliary, which will be a pride not only to yourselves but to our beloved Order. Let us each one say we will be second to none. As our meetings are a pleasure, socially, and a benefit, morally, they unite us more closely. As we are so nearly situated in the same position, each one realizing the same anguish in the other's heart, regarding the perils of a railroad life. As a slight token of appreciation for her efficient service as secretary, and also for the fairness and impartiality as president, the Sisters of Auxiliary No. 87 took Sister Shearer by surprise, on December 20, and presented her with an Auxiliary pin emblematic of our Order, which was accepted in the same sweet, dignified way which has characterized her in the past. To the Brothers of Division 7 we feel highly complimented by their recognition of our worthiness, and fully appreciate their resolution of thanks extended to us. One word before I close in behalf of our world-wide known Empire State: A more beautiful State would be hard to find, and one with more beautiful women harder still. All hail to Texas! The land of plenty; the genial climate; the hospitable people. We love the Lone Star State—our sunny Empire State—where the jassimine and magnolia bloom, with no fear of frost or snow! Houston, Texas. MRS. T. I. WATTERS.



#### Editor Railway Conductor:

As Sister Shafer has arrived at her terminal I will take out the run for 1901, providing they do not countermand my orders. On January 9th Sister Long, assisted by Sister Geary, installed our new officers. After installation refreshments were served, which were highly appreciated by the Sisters present. Much credit is due our retiring officers for their faithful attendance and good work during their term in office. Brother Downs, of Division 187, has been confined to his home for the past three weeks with grippe. We hope to see him on duty in the near future. We also extend con-

gratulations to Sister and Brother Rayall, on account of the arrival of a little conductor. On January 11, Sister Shafer went to Jersey Shore and installed the officers for the ensuing year. A banquet was held in the evening. She reports this Auxiliary increasing. At our last meeting we had one addition to our membership—Sister Drum. There are a number of O. R. C. wives who ought to come and join our ranks, and if they knew how anxious Billy was to take them a ride they would not hesitate a moment. Now, Sisters, let us all get to work and make this year a grand success. In looking through THE CONDUCTOR I see they are trying to pass a law for all letters to be shorter than heretofore. That will just suit the scribe of Division 8, and, I dare say, of Division 187 also.

On Feb. 7 Auxiliary 8 went to Snyderstown and was royally entertained at the parental home of Sister Shafer. After a bounteous dinner, the ladies, like in their youthful days, enjoyed themselves coasting down the hill. One of our Brothers seemed particularly fond of the amusement also, only he did not like the idea of soiling his new patent leather kicks. Our sick Brothers have all reported for duty with the exception of Brother Downs, and he expects to manipulate the punch in about a week, after being off duty seven weeks. There was a union ball on Feb. 22 to defray a small expense that was contracted by the different Brotherhoods, and they were very successful. Wishing all O. R. C. Divisions and their Auxiliaries God-speed, I close by extending an invitation to all Sisters to visit us. MRS. HARRY RIDDLE.

Sunbury, Pa.



#### Editor Railway Conductor:

On the evening of January 5, 1901, Auxiliary No. 79, with the members of Division No. 8, held a joint installation. After the installation remarks were made by Brother P. H. Keefe, Past Chief Conductor, followed by others. Sister Pitts presented our retiring president with a lovely bouquet as a slight token of appreciation of the good work done by her for our Order in the past years. We were all delightfully entertained by Miss Anna Cleary, who, in her pleasing way, gave us two entertaining recitations, after which supper was served in the dining hall. Most excellent music was furnished during the evening by Rochester Symphony Orchestra.

Looking backward we can see our Order has prospered, both financially and socially. Many new members have been added to our number, and others are on the way. The annual ball held last November was well attended and enjoyed by all present. At present many of our members are on the sick list; we miss their familiar faces from our meetings; but our circle has not been broken by death, although many of our members have been called upon to mourn the loss of some loved one, and our Order deeply sympathizes with all thus bereaved. Sister Troan and family have removed from our midst. We miss a faithful Sister, an earnest worker; but our loss is another's gain. We wish them prosperity and happiness in their new home.

Having now entered upon a new year, the question comes before us: What can we do for our Order? How increase its membership? How best promote its social interest? If each one of us would make it a personal duty to work for and with their Order, remembering "in union there is strength," much good might be accomplished; and as it is but a short time before the Grand Division meets we should be up and doing in order to show not what we have done but what we are now doing.

Rochester, N. Y.

MRS. EVA G. SHULTS.

Editor Railway Conductor:

So much is being said against the home for aged and infirm conductors that it seems as though it would not be at all advisable to establish such an institution. The principal objection seems to be that while the conductor individually would be cared for, his family would be left without the necessary means of subsistence, unless otherwise provided for. The cost of a home would extend into thousands of dollars, and the maintenance of the same would require the annual expenditure of a large sum of money. Why not estimate what would be the approximate cost of maintaining such a home, and then pay to each worn out conductor every month the sum that it would take to keep him in the home. In this way the cost of the home would be done away with as well as the cost of its maintenance; the conductor would have the society and companionship of his family in his declining years; and the family would have the wise counsel and mature judgment to assist them in the strenuous life we are living to-day.

Clayton, Ill.

MRS. A. H. BROOKS.

Editor Railway Conductor:

No. 84, L. A. to O. R. C., elected and installed the following officers: President, Mrs. J. E. Hartel; vice president, Mrs. H. S. Kinch; secretary and treasurer, Mrs. E. B. Tracy; senior sister, Mrs. L. J. Bailey; junior sister, Mrs. R. Gifford; guard, Mrs. F. J. Wagner; chairman executive committee, Mrs. J. F. Powers; correspondent, Mrs. L. J. Bailey; insurance agent, Miss E. B. Tracy; delegate, Mrs. J. H. Hollis; alternate, Mrs. H. S. Kinch.

The president is very anxious in regard to the welfare of this Auxiliary, as well as the entire Brotherhood and their Auxiliaries, and it is to be hoped that we, the members of this, our home Auxiliary, give her our hearty support.

The correspondent has been away and returns to find one of our Sisters mourning the loss of her husband, Brother Benjamin. Some of our Sisters seem to think there has been no object in view to work for, and consequently do not come out very often to the meetings, but we have an idea borrowed from another Auxiliary, and a very good one it is; one that I think will not only bring out and keep our own members interested, but will help to draw new ones as well, and also to impress Division III that we are organized to help them. If after having tested and found it a success, our Sisters may hear something more of it. Our social committees are busy, always finding plenty to do. A very pleasant social was given January 5. Invitations were sent out that reminded one that they were very old indeed, living as we are in the year 1901, and worded as in the reign

of Queen Elizabeth. However, the Sisters cleared a neat little sum: I hear there has been planned a number of surprises, one of which was held at Sister Powers'. Sister Tracy is trying to insure us all, and it is no fault of hers that there has been no more policies taken out.

Sister Hollis, I think, will ably represent us at the Grand Division, and come back full of enthusiasm (and what an amount there will be), and, I hope, impart some of it to us, for I am sure we all need more than we have.

Los Angeles, Cal.

MRS. L. J. B.

Editor Railway Conductor:

At our last meeting of Auxiliary 131 our election of officers resulted as follows: President, Mrs. J. C. Felker; vice president, Mrs. A. P. Haley; secretary and treasurer, Mrs. J. T. Lowery; junior sister, Mrs. L. Wright; senior sister, Mrs. J. M. Burns; guard, Mrs. J. T. Reynolds; executive committee, Mrs. Davison, Mrs. Alexander, Mrs. Crowder; delegate, Mrs. J. C. Felker; alternate, Mrs. J. T. Lowery. We have a good membership and splendid attendance at our meetings. All the Sisters strive to do their best, and everything works in harmony. About two weeks ago we had a poverty social at Sister Crowder's. To say that everyone enjoyed it is putting it mildly. Mrs. Alexander received the prize for the most ragged woman and Mr. Davison for the men. There has been several changes made in our Division—Mr. Duggan, the genial superintendent, being promoted to Burlington, and Mr. H. S. Stone, former assistant superintendent, has been promoted to superintendent, the office of assistant superintendent being abolished and the office of trainmaster being created. C. T. Leonard presiding over this office.

I will close with best wishes for L. A. and O. R. C. Creston, Iowa.

CORRESPONDENT.

Editor Railway Conductor:

The following officers were elected at the annual meeting of No. 112, Ladies' Auxiliary: President, Mrs. Margaret Wise; vice president, Mrs. Ada Nepper; secretary and treasurer, Mrs. S. C. Paige; senior sister, Mrs. Nannie Gilbert; junior sister, Mrs. Virginia Yost; executive committee, Mrs. Lizzie Hare, Mrs. M. Longanecker, Mrs. Catharine Coffman; guard, Mrs. L. Moore; correspondent, Mrs. Ada Nepper; delegate, Mrs. S. C. Paige; alternate, Mrs. Ada Nepper. As we have no insured members we had no sub. agent to elect, but will have a sub. agent soon, as our Sisters are going to take policies out, as we heard a very interesting and eloquent address from Sister Grand President Moore on the insurance at the union meeting held in Pittsburg, Pa., and McKee's Rocks, Pa. Grand officers attending this meeting were Sister Grand President Moore, Grand Secretary and Treasurer Sister E. Higgins, Grand Senior Sister Mrs. B. F. Wiltse. This school of instruction was a great benefit to all Sisters present. There was quite a number of Divisions represented at these meetings. Sister Ody, president of Auxiliary No. 9, Pittsburg, Pa., made an address of welcome that was very interesting. Sister Grand President Moore then gave us a very able and eloquent address that was a great benefit to all. Then came

general speech making, and there were some very interesting talks on Division work. Grand President Sister Moore held a public installation of officers, which was a success. The O. R. C. Brothers gave some very interesting remarks, and, as everybody was getting very hungry Grand President Sister Moore gave a closing address. Then we all repaired to the hotel, where good things were enjoyed, after which back to the hall. The orchestra furnished beautiful music, which the Brothers and Sisters enjoyed by dancing, and just before we adjourned Grand President Sister Moore, Grand Secretary and Treasurer Sister Higgins and Grand Senior Sister Wiltse were presented with beautiful bouquets of flowers, which they highly appreciated. Every one present surely enjoyed these meetings, as they were a great benefit and so much good we learned from our Sister Grand President. Many points in Auxiliary work were made plain to us. I hope our sisters will turn out to Auxiliary meetings more regularly, and make our Auxiliary one of the best. If we are small in number I am going to work all the harder. Wishing all the L. A. to O. R. C. a success. MRS. ADA NEPPER. Scottsdale, Pa.

#### Editor Railway Conductor:

Dear Sisters, remember after a perusal of these lines your "tired feeling" is only the result of your own acts. At our last meeting in December the usual election of officers took place, with the following result: President, Mrs. A. J. Ely; vice president, Mrs. J. M. Lovell; secretary and treasurer, Mrs. C. W. Hitchcock; junior sister, Mrs. William Herbst; senior sister, Mrs. G. R. Rhodes; guard, Mrs. G. B. Lockard; executive committee, Mrs. M. G. Whiting, Mrs. J. Sullivan and Mrs. Geo. Martin; Mrs. J. Fording was chosen delegate to the Grand Division, Mrs. H. M. Scoville, alternate; the insurance department being represented by our very efficient Sister, Mrs. Frank Hart, who claims she will accept nothing but a "salaried office." Last but not least comes our musician, Mrs. H. H. Stephens, who has ideas of her own, and who bravely fought for her rights by asserting that the musician was slighted when she was left out of the installations. Whether it met with approval or not we were forced to admire her courage. With such a corps of officers may we not expect great possibilities? Echo answers yes.

Public installation was decided upon and an invitation to Division 48 extended. January 9 was the time set for the occasion. We were called to order by Past President Sister Hibbard, who, as installing officer was all that could be desired, while Sister Stephens acquitted herself as grand marshal in the most graceful manner. At the close of the ceremonies an exhibition of the Hartington floor work was given by some of our most progressive and up to date Sisters, with Sister Hitchcock in command, who with her usual grace and dignity proved herself quite proficient in the use of the wand. The drill was led by two such dignified personages as Sisters Hart and Fording. Failure was impossible as they are adepts in the art of graceful marching. The crowning feature, the formation of the star, was roundly applauded by an audience capable of appreciating a good thing. After the drill the time was given to sociability, danc-

ing, etc. A very important feature of the evening was the banquet, served on the European plan. They say the way to reach a man's heart is through his stomach. Well, the Sisters put it to the test and judging from the affability of the Brothers, together with the compliments showered upon the conductor's wife for her fine cooking, the saying is a true one. When the inner man had been satisfied we wended our way homeward, all proclaiming a general good time. CORRESPONDENT.

Detroit, Mich.

#### Editor Railway Conductor:

Auxiliary 96 elected the following officers for the ensuing year: President, Mrs. J. J. Christy; vice president, Mrs. J. R. Dunlap; secretary and treasurer, Mrs. M. E. Collins; senior sister, Mrs. D. H. Rissell; junior sister, Mrs. J. W. Dallas; guard, Mrs. Sam Schofield; executive committee, Mrs. Ed Reese, Mrs. G. W. Riley and Mrs. J. O. Clark; sub. insurance agent, Mrs. G. W. Riley; correspondent and delegate, Mrs. J. W. Dallas; alternate, Mrs. J. R. Dunlap. Auxiliary 96 has been moving along in a quiet way, doing some charitable work, adding a new member occasionally, and having a good social time whenever they chanced to hear of a birthday or wedding anniversary. I am pleased to state we have one initiation for our next meeting, and expect several more in the near future. We have several members on the sick list. Sisters, we wish you all a speedy recovery. The home of Brother and Sister Embree was brightened about the first of the new year by the arrival of a little daughter. We were pleased to see so many members of Division 201 at our union meeting, and hear it was a great disappointment to others who were not able to attend. I believe Brother J. R. D. said his prayers backwards, he was so vexed. Brother and Sister Daly were both laid up with the grippe and could not attend. Brother Reese had to mind the babies, so you see what a predicament he was in. Brother John McDermott got there in time to get a partner for the last dance. We were glad to see you, Brother, even if it was the eleventh hour. I am pleased to state that the "united union meeting," which was held by Auxiliaries 57, 24, 112, 9 and 96 on the 24th and 25th of January, was a complete success in every sense of the word. We had with us Grand President Sister Moore, Grand Secretary and Treasurer Sister Higgins and Grand Senior Sister Wiltse, and visiting Sisters from Columbus, O., Cumberland, Md., Harrisburg, Altoona, Derry, Scottsdale and Hazlewood, Pa. The first day's sessions on January 24th were held in the meeting place of Auxiliary 9. The morning session consisted of an open meeting, the address of welcome being made by Sister Ody, President of Auxiliary 9, to which our Grand President, Sister Moore, responded, after which short addresses were made by several of the visiting Sisters, each one having a few encouraging words to offer. Our Grand President said it put her in mind of a Methodist class meeting (all were glad to be there). Never mind, Sister Moore, we will try and be better prepared for you next time. We adjourned at 12 o'clock for lunch. Afternoon session was called for 1:30 p. m., at which time the inspection of Auxiliary 9 by Grand President Sister Moore took place. These Sisters deserve credit for the able manner in

which they execute the work. After inspection was over we adjourned to meet on the morning of the 25th, at 9:30 a. m., at Fraternal Hall, McKee's Rocks, Pa., the meeting place of Auxiliary 96. This day was devoted to school of instruction, at which each of the five Auxiliaries holding the meeting took charge of some part of the work, which proved both instructive and beneficial to all. Sister Moore gave us a short talk on insurance, urging all not holding a policy to take one out. We adjourned at 5:30, to convene again at 7:30 p. m., when we held an open session at which installation of officers took place, the chairs being filled by Sisters from every Division represented. G. P. Sister Moore was installing officer; G. S. Sister Wiltse acting as Grand Marshal, at the conclusion of which we had an address from G. P. Sister Moore, followed by short addresses by some of the visiting Brothers. About 10 o'clock the programme changed and dancing was in order until the wee small hours. Those that did not dance had a good time socially. Banquet was served from 10 to 12, at which all did justice. About 1 a. m. the meeting came to a close. All visitors left voting the meeting a success. To the visiting Sisters I will say: Come again; you will always receive a welcome from Auxiliary 96. While on our way home after seeing Brothers Ody and Naser and several of the Sisters on the all night car, we met away out the avenue, two blocks further than the night cars run, Brother W. B. of 114 and his little flock. I suppose the good Brother thought he would walk out and meet the car and get a seat, but he got left and got a seat in the hotel office for one hour until another car came. Never mind. Brother W. B., you will know better next time.

MRS. J. W. DALLAS.

McKee's Rocks, Pa.



#### Editor Railway Conductor:

Ye correspondent for Auxiliary 41 has been on the indisposed list ever since being elected to office, so that none outside our own little world know we ever had an election. But we did, and we're thinking seriously of instructing our Delegate to raise the question in Grand Division of monthly elections in order to insure good attendance. This was my first experience in a regular election, and—why, everybody comes! and how nice it is to see so many faces, though some are almost strangers. We are glad all are interested as to who shall fill the chairs, but we think it advisable to watch them a little to see that they do it properly. Our new officers are: Pres., Mrs. H. A. Ball; Vice-Pres., Mrs. J. F. Wilson; S. S., Mrs. G. B. Goen; J. S., Mrs. J. C. Asbury; Guard, Mrs. F. P. Moyer; Chairman Ex. Com., Mrs. Amy Edmiston; Sub. Agent Insurance, Mrs. O. F. Holbrook; Delegate, Mrs. R. E. Ward; Alternate, Mrs. F. P. Moyer; Musician, Mrs. C. E. Duey; Sec. and Treas. and Correspondent, Mrs. A. D. Hamilton.

There has been so much sickness in our ranks that some of the elect have not yet been installed, so that our year's work is not fairly begun. We shall try to make this one of our Auxiliary's most successful years, and hope to learn much from Sister Correspondents through the columns of THE CONDUCTOR. We want especially to promote sociability and a spirit of kindly charity, and incidentally to increase our bank account. Hereto-

fore it has been vice versa, but it seems very fitting that as a band of women united for the express purpose of our own uplifting and of those around us, we should, at the very beginning of this twentieth century, cultivate the spirit of brotherly love, smothered as it has been since it was first instilled in the minds of men by the Divine Teacher, under an avalanche of orthodox superstition, but now lifting itself above and beyond all barriers, is finding lodgment in the intelligence of humanity everywhere, and will soon shape the destinies of nations. Certainly we can best promote "peace on earth" by engendering it first in our own hearts and minds, but how best can we instill this beautiful doctrine in the hearts of those around us. Lest you think I am sermonizing I will desist. Yet allow me to express the hope that such and kindred topics may be discussed in all Auxiliaries so that through correspondence we may reap the benefits always to be obtained through unbiased expression of opinion.

Pueblo, Colo.

MRS. A. D. H.



#### Editor Railway Conductor:

In turning over the pages of our Record of the past year we find, as in former ones, that we have had our share of the joys and sorrows that make up life. "The Reaper" has visited some of our loved ones' homes and left them desolate. As the anniversary of these sorrowed homes draw near we would commend them to "Him that doeth all things well." Regular meeting, held January 10, we had with us G. P. Sister Moore, who presided, installing new officers, and much needed floor work instructions, for which she received many well deserved compliments. She gave us a neat address, urging the Sisters to be faithful to our work, and not forget our duty toward insurance, after which she was presented with a beautiful bouquet of roses, a small token of the Sisters' appreciation of her. After the regular order of business Sister Sylvester was called on to make presentations for us, which she did with great honor to herself and us. Our retiring President, Sister Lahiff, received a white leather case containing one-half dozen spoons. Ex-President Sister Carroll, of two years ago, similar ones. Musician Kouse, beautiful flowers, tokens of the Auxiliary's love for these deserving ladies. They responded in very impressive manner, each Sister present receiving a white carnation (our emblematic flower) as a souvenir of a meeting that might well be recorded. In the evening a reception in honor of G. P. Sister Moore was given at the pleasant home of Sister Fulham, to which Brothers and families were invited. The hostess was assisted by her charming daughters in entertaining, also Sister Kouse and Miss Vivian Kishler, vocal and instrumental music and games, after which delicious refreshments were served, and all felt that they had spent a happy day with our pleasant Sisters Moore and Fulham. We had for our guests on this day Collinwood Sisters, which always add to our enjoyment.

To go into details of the doings of the past year would take more space than our excellent Editor could give an amateur like myself. Our Order never was in a more prosperous condition. With the new century the Sisters seem to take new life and more interest. Success will surely follow.



The first thing this year in the way of replenishing our treasury is a Valetine card party. Exquisite taste is always displayed in the selection of their prizes. Each lady present was presented with a dainty souvenir appropriate to the occasion. There are many good things on hand for the good of the Order and will be heard from later.

Cleveland, O.

MRS. CHAS. KISHLER.



#### Editor Railway Conductor:

We had our installation of officers the first meeting of the new century, and have launched out for another year's work with the following officers in their places: Pres., Mrs. Shipp; V.-P. Mrs. Leslie; S. and S., Mrs. Patton; S. S., Mrs. Boyer; J. S., Mrs. Edwards; Guard, Mrs. Woodcock; Executive, Mrs. Powers; Delegate, Mrs. Shipp; Pianist, Mrs. Fisher.

We hope to do good work this year. We have had initiations at almost every meeting, and hope the good work will go on. We have good attendance at every meeting. Sisters, you don't know what you miss by staying at home. Our sewing society was entertained at the home of Sister Patton the last Thursday in January. We got our album quilt blocks cut to finish the quilt we intended to have done for a Christmas present for the Railroad Mens' Home. But we were unfortunate in getting them back from Auxiliaries we sent them to, seventeen blocks being lost in the mail, most of them with money in, so we have to make seventeen more, but hope we will soon complete it. Our Past President, Sister Ruby, was appointed examiner. She was over to Osowattama and examined Auxiliary 99 and was royally entertained. It made the rest of us jealous because we couldn't be there.

If out of town Sisters visiting Kansas City would plan to be here on the first or third Thursday, it would give them a chance to visit us, which we would all appreciate.

MRS. J. E. BOYER.

Kansas City, Mo.



#### Editor Railway Conductor:

Our Auxilliary never was as prosperous since we organized, seven years ago this April. Last year we had six candidates, Sisters Moores, Strickland, Roberts, W. Harvey, A. Harvey, Vandemark. We should have had three more only for the ballot box. It is such a delightful place to extend our charity (?). In thinking the matter over, maybe the Sisters are colorblind or forgot their glasses. Imagine yourself in a Sister's position, bringing in an application to be balloted upon, her face all sunshine, anticipating a new member. Oh! the shock to her nerves if the application is not accepted!

What is the use of taking an obligation if we don't try and live up to it? Sisters, let us have charity. There is nothing more pleasing in the sight of God than that. As we assemble in the lodge room on meeting days, who can tell, before the next meeting, but that death may enter our homes and sadden our hearts, and take one or more from the roll call?

Four weeks ago we had with us Sister Kane, cheerful and happy. She said, "I can attend lodge more regular now, on account of my sister living with me." Yesterday morning we gathered at St. Mary's Church to witness the last sad rites of her beloved husband. As she walked down the aisle leaning on Brother Oakes' arm, her five little children preceding her, all under twelve years, our hearts were in deep sorrow for Sister Kane.

On the 5th of January, 1901, we called a special meeting to ballot on and initiate Mrs. Bell, of Fulton, and Mrs. Gavin, of this city. They did so nicely that I think they must belong to the order called the Elks, and have tried their goat, for we could not scare them.

We have our socials twice a month. Sisters Cone and Cuning entertained last Thursday, at the home of the former. We had a nice time.

The officers that were elected are as follows: Pres., Mrs. Cone; V.-P., Mrs. Townsend; S. S., Mrs. A. Harvey; J. S., Mrs. W. Harvey; S. and T. Mrs. Dickenson; Ex. Com., Mrs. Bryden, Mrs. Cuning and Mrs. Logdsen; Guard, Mrs. Menherter; Correspondent, Mrs. N. J. Oakes; Sub. Ins. Ag't., Mrs. Perry; Musician, Mrs. Roberts; Delegate, Mrs. Cone; Alternate, Mrs. N. J. Oakes. Through THE CONDUCTOR we extend our sincere thanks to Sister Perry, who has been our faithful musician for the last seven years.

MRS. N. J. OAKES.

Clinton, Ia.



#### Editor Railway Conductor:

I always read THE CONDUCTOR very carefully and try to understand thoughts and ideas of our noble Brothers and Sisters.

I note that our Sisters are writing about our Order meeting on Sundays. I am not in favor of meeting on Sunday. I think we are doing good, but that is a day set aside by the Divine Creator as a day of worship, and we are not worshipping God when we are attending business. If we do not attend church, let us read our Bible, which is not only the foundation of our religious faith, but our daily practical guide as well. The blessed Book that has taken hold upon the whole world as no other ever did. It is read in every Christian pulpit. It enters every habitation, from the palace to the humble cottage. It is the golden chain that binds hearts together at the marriage altar. It contains sacred formula for the baptismal rite. The Gospel is not written in the Bible alone; it is proclaimed everywhere; the flowers of the field and the birds of the air, in fact all nature makes it plain to us. God says so plain a wayfaring man, though he be a fool, need not err therein. What a glorious world this would be if we were all Christians! God is good, and He has written He will forgive if we ask not only seven times seven each day, but seventy times seven.

Dear Brothers and Sisters, our motto is a splendid guide, if we would but practice it. Charity, Faith and Friendship. Charity is friendship in common; Friendship is charity enclosed. It is a sweet attraction of the heart toward the merit we esteem or the perfection we admire. The one you call your friend, would he weep with you in an hour of distress? Would he faithfully reprove you

to your face for that which others were ridiculing and censuring you behind your back?

Charity, like the dew from Heaven, falls gently on the drooping flowers in the stillness of the night; it is the good Samaritan of the heart; that which thinketh no evil and is kind, which hopeth all things, believeth all things and endureth all things. It is the angel of mercy which forgives seventy and seven times, and is still rich in the treasures of pardon. It visits the sick; soothes the pillow of the dying; drops a tear with the mourner; buries the dead; cares for the orphan; delights to do offices of good to those cast down; and relieves the suffering and oppressed. It proclaims the Gospel to the poor, and its words are more precious than rubies. Its voice sweeter than honey; its hand is softer than down and its step as gentle as love.

How uncertain is human life! It is but a breath of air and a beat of the heart between this world and the next. So let us all be prepared to meet death, so if it comes in a storm of agony, or a beautiful form it will be but a gentle sleep; its cold hand will fall upon us as warm as the hand of Friendship over the weary heart that ceases to beat.

Houston, Tex.

MRS. C. R. PAINTER.



Editor Railway Conductor:

Last year was not a good one for us in several respects. Three of our Sisters left us for other fields of labor—our S. and T., Sister Joe Hoke, Correspondent, Sister B. H. Thomas, and Sister Dave Hoke. We miss these good Sisters very much, and especially the two that attended Auxiliary meetings so promptly. We bought and paid for a beautiful piano, which we think was grand work for so small an Auxiliary. January 1 and 2 were two momentous days for our Auxiliary. On the first, Sister Green presented Brother Geeen with a handsome twentieth century boy. On the second we had two of our Grand Officers with us, Sister P. C. Callihan, Chairman of Ex. Com., and Sister Robert Phillips, District Ins. These good Sisters came to us for the purpose of installing officers and inspecting our Auxiliary, which they did in a very satisfactory manner to both themselves and us. We served refreshments and had a most delightful evening. We were so pleased with the faithful service of our officers, there was but one change made, that on account of the Sister leaving town. Our wide-awake and efficient President has appointed all of her committees for 1901 and put us to work with renewed energy. We lift high the royal banner of charity, truth and friendship, under which we march in loyalty and love, and the Sisters of the far south extend to those of the north, the east and west the hand of cordial love.

Water Valley, Miss.

MRS. T. J. BINFORD.



Editor Railway Conductor:

Auxiliary No. 45 has added more members during the year than any preceding year since we have been organized. The following officers were elected at our regular meeting in December: Pres., Mrs. C. H. Westover; V.-P., Mrs. H. F. Cook; S. S., Mrs. Hilburt, (elected, but unable to be installed;) J. S., Mrs. W. A. Hawker; S. and T., Mrs. W. G. Crabbe; Ex. Com., Mrs. W. A. Wolf, Mrs. Henry Fralick, Mrs. Bob York; Guard, Mrs. James

Mooney; Sub. Ins. Agent, Mrs. Wm. Stevens; Correspondent, Mrs. W. A. Hawker; Delegate, Mrs. W. G. Crabbe; Alternate, Mrs. W. O. Bruner.

On the 18th of December, when the conductors held their election of officers, the Auxiliary prepared a sumptuous dinner for them in the dining hall off the Division room with covers laid for 40. It was our first attempt at anything of the kind, but we believe it was so thoroughly enjoyed that a repetition would not be objectionable. We have also just given an entertainment, which proved very successful. We presented a farce entitled, *The Spinsters' Club, or Old Maids Made Over*, and if any of our Sisters wish to be transformed from homely old maids into blooming maidens, it would be well to apply to our Secretary for instructions. We netted about \$25. When we installed our new officers in January, just before our old President, Mrs. H. Brink, retired from her chair, our new Junior Sister, in behalf of the Auxiliary, presented her with a beautiful china salad bowl. Her remarks were very appropriate, and Mrs. Brink was so completely surprised that her thanks could hardly be uttered.

If the new year proves as successful as the last, we no doubt will be able to give you a better report next year. With best wishes to all Ladies Auxiliaries.

CORRESPONDENT.

Grand Rapids, Mich.



Editor Railway Conductor:

I always believe in doing my best, no matter how small the task. It has fallen to my lot to represent Auxiliary 59. I will endeavor to serve the Auxiliary to the best of my ability.

The December meeting brought election of officers, and resulted in the choice of: Pres., Mrs. W. N. Drake; V.-P., Mrs. C. E. Brown; S. and T., Mrs. W. R. Page; S. S., Mrs. F. P. Woodcock; J. S., Mrs. D. R. Peckham; Ex. Com., Mrs. F. L. Cass; Guard, Mrs. C. Y. Cleveland; Delegate, Mrs. G. A. Silsbee; Alternate, Mrs. W. N. Drake; Ins. Agent, Mrs. R. E. Beal; Correspondent, Mrs. W. N. Drake. Following Sister Toner's suggestion, Merrimac Division, of Concord, N. H., was invited to our installation, Jan. 24, and the three Past Presidents of that Auxiliary were our installing officers. After minor business matters were transacted we took dinner at the Quincy House and returned to the hall for installation. It proved a very pleasant meeting, and is a grand, good way to become acquainted with our sister Auxiliaries. One Sister (I know she will forgive me if I do not call any name) wanted to know when they could come again before we had finished dinner. We enjoy company, and a hearty welcome awaits one and all. We were pleased to see Sisters Walker and Brown, as they were formerly members of our Auxiliary. On the evening of Jan. 16 we held a whist party and dance, and about one hundred men were present. From eight until ten o'clock was devoted to whist, and dancing until one. Sister Robertson was chairman of the committee, and to her efforts was largely due the success of the evening and the sum added to our treasury. We expect several candidates at our February meeting, which shows someone is doing their part in adding to our membership. We already have over 60 members, but are still looking for more. We do not expect to

keep pace with Division 157, O. R. C., for Brother Lincoln did a rushing business last year, but we always stop work and have a good laugh when that train strikes the bunter over our heads. It is fortunate for the owner of the building that the candidates are not all heavy weights.

I was glad to see Brother Lincoln re-elected C. C. of Division 157. He is all right, if he does call upon the members of "Mascot" for "a few words," which he knows is next to an impossibility in most cases. Division 157, O. R. C., celebrated its 16th anniversary with a banquet and entertainment Jan. 27. About 150 conductors, and their wives included, were present, and the committee in charge deserve praise in making it such a success. As the years go by, all look forward to anniversary day. Our club meetings will be held in the hall until July, and the second Thursday of each month finds us at 994 Washington St., Pilgrim Hall, where we have better accommodations. Brothers Varney and Cleveland are always a welcome addition about dinner time, but those who sit next to them at the table fare hard when there is any pie within reach, and the way those pies disappear shows they know what good pie is. Those same pies will be in our cook book "some day," but time alone will tell the fate of that cook book.

Brother Geo. Smith has not been allowed out of the house for two weeks, and will not be trusted out alone at night any more. He was coasting with his "best girl," and forgot that a sled is not as easily managed with a left hand as a horse. It ran away with him, and at last accounts had not been found, consequently Brother Smith is nursing a bad looking face. Perhaps this will assist Brother Haggett in evening up an old score. Sisters Smith and Haggett are not yet able to meet with us regularly, but we hope to see them again when the cold weather disappears. Sister Ferguson has our sympathy in having Brother F. so ill all winter; but there was a slight improvement last week, and we hope it will continue. We miss every absent Sister, and want them to remember it is not alone the officers who make the Auxiliary, but the floor members. The best officers ever elected are powerless before a row of empty seats, but with a good attendance and officers interested in our work we can make "Boston" second to none.

We start the new year with bright prospects. Let us then be up and doing, be interested and do well what our hands find to do, for what is worth doing at all is worth doing well. Let us ever bear in mind our motto, "Charity, Truth and Friendship," and as we hear our ritual repeated from month to month may it sink deeper into our hearts, making us love each other better and more willing to check the hasty word, which sometimes rises to our lips. May we be Sisters in the true sense of the word, and may each meeting be so filled with good deeds and actions that we shall be the better for having been there.

MRS. W. N. DRAKE.

Dedham, Mass.



Editor Railway Conductor:

Auxiliary No. 125 is growing slowly but sure. We initiated two new members at our last meeting, and have several more for our goat to practice on soon. On account of sickness of some of our officers we had to defer our installation of officers

at a called meeting last Wednesday, and installed as follows: Pres., Mrs. Anna Mansfield; Vice-Pres., Mrs. Laura Mills; Sec. and Treas., Mrs. Emma Johnson; J. S., Mrs. Kate Basham; S. S. Mrs. Irene Baker; Guard, Mrs. Lou Griffith; Ex. Com., Mrs. Josie Freeman, Mrs. Lulu Rogers and Mrs. Anna Higerson; Cor. Sec., Mrs. Clara Frear; Ins. Agt., Mrs. Akers; Delegate, Mrs. Irene Baker; Alternate, Mrs. Anna Mansfield.

After installation was over we at once proceeded to the banquet hall, where a delicious lunch was spread, and to which all did ample justice. Brothers Mills, Akers and Baker were there in time to partake of the good things. Next time we will try to have more peanut sandwiches for Brother Mills. Mrs. Hoffman of Blue Island has been visiting us for the last few meetings. We hope she will transfer and be with us soon. Some of our Sisters attended the convention at St. Louis and report a good time. We gave our second annual ball New Year's, and netted a neat sum for our treasury. We extend to Brother and Sister Davis our heartfelt sympathy in their loss of their only daughter.

If I don't lose my job over this, you will hear from me often.

MRS. CLARA FREAR.

Monett, Mo.



Editor Railway Conductor:

Judging the future by the past we may expect good results during the year 1901. The officers of Auxiliary 141 were installed by our past president, Sister Dee acting as G. P.; assisted by Sister Clinas, G. M., Sister McClellan, Musician. Pres., Sister Young; V. P., Sister Griffin; S. and T., Sister Horsington; S. S., Sister Clark; J. S., Sister Spearman; Guard, Sister Cline; Ex. Com., Sisters York, Drewe and Borders; Ins. Agt., Sister Clark; Delegate, Sister York; Alternate, Sister Drew. Sisters appointed in link work were Chittendon, Buckley, Cline and Kniss. With such loyal Sisters in charge we cannot help but prosper. Division 41 and Auxiliary 141 gave their second annual ball Feb. 14, and it proved to be as social as well as a financial success, part of which was due to the untiring efforts of the committee in charge. The Sisters prepared all the good things to eat, and as half the net proceeds go into our treasury we feel as if we had begun the new century well.

DELIA KNISS.

Blue Island, Ill.



Editor Railway Conductor:

Auxiliary 93 is very much alive this winter. General activity is fully demonstrated which is the most favorable symptom for its sturdy growth and the echo of its boom will travel to distant lands, joined with the echo of our Sister Divisions, waking up the slumbering ones to a realization of our volume of power, THE RAILWAY CONDUCTOR and the Order it stands for. I am pleased to note that my efforts to interest the readers were fully reciprocated in the February number by Sister Otis F. Willis, of Milwaukee, Wis., which shows that our voices die not on the air, but reverberate through hill top and valley, wafting the sweet message of eternal love to all.

Following up my last letter, the social was held at Past Sister Pres. Heads' home. It being a cold, stormy evening, too many clung to their own firesides; those who did go enjoyed it and received a

nice treat. At our January meeting two special invitations were extended to us: one from Auxiliary 49 to attend their installation of officers on the 24th following, the other was from Sister C. J. Byron, of Henniker, N. H., to visit her by sleigh ride soon as date could be determined upon. We conferred the honor of installing officer on our first President, Sister F. O. Brown; Marshal, Sister Head. This trip to the Hub on that occasion was anticipated with delight. Fourteen were met at the union station by Sister Murphy who chaperoned our party to the hall where we met our new Sisters. Meeting opened with thirty-nine members, Sister Silsby, President. Noon hour soon arrived when Sister Silsby announced adjournment for dinner and chaperoned us in a very commendable manner. The menu was more than could be asked for—suffice it to say we who had seats at the table with our chaperon did not go hungry I assure you. Then installation took place, closing at 4 p. m., leaving us one hour to reach our station.

Now I express the minds of all visiting Sisters when I say to Auxiliary 49 you gave us a cordial greeting and a royal good time, and in return we mean at some future date to return the measure heaped up full. The proposed sleigh ride to Sister Byron's (eighteen miles one way) was agitated on the train, and finally the day following was chosen as the date. The day was no improvement in the elements, only eighteen above zero, with a stiff northwest breeze to face. It did not dampen the ardor of others, and at 1 p. m. eighteen brave

Sisters and Brothers donned fur coats, and provided with hot free stones, sallied out, in a barge to the (not very) musical tones of the sounding horn, but all went merry as a village bell. They were met and entertained at Hotel Henniker. Hot coffee revived the chill, and report says a bang-up time was had, supplemented with a hot beef steak supper. Several enjoyed whist and Sister Eaton got the prize. At 9 o'clock the party started for home, the mercury at zero and a three hours' ride before them. This goes to show what pluck can do among our members.

On Tuesday, the 5th of February, came our regular meeting, and again old Boreas was out in full force, and his mighty blast rattled the blinds, and the windows creaked in their casings, yet there were seen plodding through the sparkling drifts seventeen of the determined sort to hold our fort against the conflict of the winds. We held it, and although our looked for Inspector was missing, we spread our board with things that satisfy. Sister Chase did a blessed deed when she brought, fresh from home, a large lot of hot escalloped potatoes. Business was again taken up, and not until old Sol had sank from sight did we close the articles, and separate, with another social in contemplation at Sister S. D. Walker's on the 19th. That social has since passed and we had a fine time, as usual, with refreshments. "To the shining Heaven that o'er us bends, we need no map or chart, but only the love the Master gave; open the door of your heart."

Concord, N. H.

MRS. L. C. FLANDERS.



## THE CENTURY'S GREETING.

MRS. A. L. KINCH.

The Dawn of a Century is heralded to-night;  
The old year has seen the last of sunlight;  
While round the bright fire the watch meeting  
keep,  
And tired little ones have fallen asleep.

Outside the night is clear and bright;  
The moon has risen, and from its lofty height  
Sheds its light rays on this land of ours:  
The beautiful land of sunshine and flowers.

The old year was filled with pleasure and pain,  
The memory of which will always remain;  
Still, when we pass from this dear earth's plane,  
Still be remembered when we meet once again.

In fancy we live o'er the year as it sped,  
And recall the bright hopes we thought vanished  
or dead;

How vivid they pass—until, like a dream,  
We start and wonder; so strange do they seem.

Is it possible we hope for that which could not  
Bring a ray of happiness, only in thought!  
If in reality we would only believe,  
Then the bright visions could not deceive.

If true to ourselves and pure of thought,  
If idle dreams are let pass as naught,  
And forget your soul's longing: Then the century  
new

Will herald a bright, happy future for you.  
Los Angeles, Cal., Dec. 31, 1900.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

I am going to write a short letter, and I want our young members to read what I write and think over what I say. There is one member of Division 180 who was a conductor away back in the 50s. He is the only member of the Division who was a conductor before the war, and if I am not very much mistaken, he ran a train for \$50.00 per month. When the war was over work was plenty and wages was better on the same road. I think they paid freight conductors \$65.00 and passenger conductors \$75.00. That was about the rate of pay until some ten or twelve years ago. The pay was raised then and today they pay standard wages. In 1889 the writer was running local freight on one of the trunk lines out of New Orleans. Our division was 120 miles long; time twelve hours; but it generally took from twenty to twenty-four hours to make the 120 miles, and very often had to get orders against ourselves to get in with three crews on the run. We were supposed to have two nights and one day lay over in New Orleans, and would have had it if we could have made the time. We did this for \$85.00 per month and no over time. Today that same run is made with four crews, pays \$90.00 per month and thirty-five cents per hour overtime.

In the latter part of 1889 the writer was one of a committee of three that called on the superintendent. (There were no organized committees at that time.) We only represented that particular run. When we had told our tale of woe to the superintendent, he said: "Boys, I know what you say is all true, and I wish I was in a position to help you; but I can do nothing and the general manager won't; and now I would like to know what are you going to do about it?" At that time there was a non-striking clause in the by-laws, and no member of the Order could engage in a strike under any circumstances. When the superintendent asked us what we were going to do about it, this put us to thinking, and we knew there was nothing for us to do but go back and take our runs or quit. As we were not ready to quit we went to work and did the best we could. The Grand Division met in May, 1890, and Brother E. E. Clark was elected Grand Chief Conductor. The non-striking clause was dropped from the by-laws and other changes were made which proved both wise and good. But our new Grand Chief Conductor had an elephant on his hands. Before he could get things in working order he found the Grand Division was in debt to the amount of \$11,767.50, or in other words it

lacked just that much of having anything. The Grand dues at that time was \$2.00 per year per member. A general revision of our laws, and especially of the laws governing the Benefit Department, was made in 1891. These changes were recommended by Brother Clark, and from that time the membership in the Order and the Benefit Department steadily increased, while the situation as regards finances of the Order became very different. In 1891 and 1892 Grand dues were collected in advance. (Now, I am going to do a little figuring here, and if I am wrong I hope Brother Anderson will call me down.)

On December 31, 1891, we had 17,906 members of the Order; 5,844 members in the Benefit Department, and a surplus of \$15,718.60 in the Order funds. See what we had done in a little over one year.

We had also paid off our debts and our membership had nearly doubled. All this had been done by the new management at headquarters. On December 31, 1892, we had 20,224 members of the Order and 9,942 members of the Benefit Department, and \$55,772.50 in the Order fund. The Grand dues was continued at \$2.00 until 1895; then they were reduced to \$1.50. In 1897 they were further reduced to \$1.00. In 1896 \$82,454.50 was transferred from the general fund of the Order to the protection fund, thus bringing the protective fund up to \$100,000.00, and leaving in the general fund of the Order \$74,584.00.

Conditions continued to improve until December 31, 1899, we had 396 Divisions, 23,253 members of the Order and 19,057 members of the Benefit Department. Since 1893 THE CONDUCTOR has been furnished free to all members of the Order.

Now, I am going back a little and tell you something that many of you don't know. In 1887, when we only had 225 Divisions and 11,900 members of the Order, the expense of conducting the Order exclusive of the Benefit Department and of publishing THE CONDUCTOR, was \$23,110.76. In 1888, with 236 Divisions and 13,244 members the cost, exclusive of the Benefit Department and THE CONDUCTOR, was \$19,462.80. In 1889, with 249 Divisions and 13,720 members, it was \$22,432.30. The year 1889 was the first year during which the Assistant Grand Chief Conductor and the Grand Senior Conductor devoted their time to the work of the Order. There were no general committees and no work for the officers of the Order in the direction of a protective department. In 1896, with 373 Divisions, 19,810 members of the Order, the cost of operating the

Order for the same items above referred to was \$20,399.00. In 1897, 383 Divisions, 20,950 members, the cost was \$24,195.00. In 1898, with 394 Divisions, 21,950 members, the cost was \$21,150.00. I could go on and give other figures, but you all know what has been done in the last few years, as that is issued monthly.

Now I am again going back and tell you what the superintendent said when our committee called on him six months after the non-striking clause was knocked out. When the committee called he said: "Come right in, boys; what can I do for you now?" Well, the committee got about all they asked for, and, as I said before, they are getting standard pay today. Now, a few more words and I am done. We have a number of bright young conductors in Division 180, and to them I am talking. I guess other Divisions are in the same condition. I want to see them come to the Division meetings whenever it is possible for them to do so. Take more interest in the work. Upon the young conductors the work of the Order must soon devolve. You can look back and do a little figuring yourselves and see what has been done in the last eleven years. New life and new blood was put in the Order then, and it has continued to grow and prosper. We have done well in the past, but in the future we can do better. As for myself, I am growing old. I will never run another train.

We have the best Order on earth. Our Mutual Benefit Department is as near perfection as it can be. Our journal has been very much improved in the last few years, and is now, I think, the best conducted labor journal in all the country. [Thank you.—ED.]

As the Grand Division will soon meet, I have a few words to say to our delegates. When you get to St. Paul, look over the ground. Remember what our present officers have done for the Order, but if a majority of the delegates think a change would be better, all well and good; but remember the old adage: "Be sure you're right and then go ahead."

Atlanta, Ga.

MEMBER DIVISION 180.



Editor Railway Conductor:

No. 3 is doing pretty well in the new century—we've taken in two new members so far, and have several on the anxious seat. I hear complaints about the length of the lecture. I wonder what the Brothers generally think of that?—good thing to divide it by two, I think. We are all figuring on little additions and subtractions for the work, and our delegate, Brother Flory, will go to the Grand Division loaded, I expect. By the way, speaking of the Grand Division, I wonder how a steamboat excursion from St. Louis to St. Paul would strike the Brothers and Sisters who have never seen the Upper Mississippi? It's a beautiful trip—800 miles—and much of the way is equal to anything on the Hudson. A very cheap rate can be secured—in fact, I think it would only be necessary to pay for meals. The only objection is that it may be a trifle cool for comfort. I would like to hear an expression from the membership on this point, as it will soon be time to make arrangements. If any of the Brothers want more information on this subject and will write me about it I will gladly furnish it. Our Grand Chief should, I think, have authority to call the Grand Division together in May or June

—according to its location—or say between the 1st of May and 30th of June.

Our Ladies' Auxiliary No. 11 held their public installation on the afternoon of Jan. 13, and a mighty pleasant time we had. They have certainly got the work down fine. Mrs. \_\_\_\_\_, as Marshal, was simply captivating. I thought, and my wife said so. I wish I could speak of all the Sisters, but space won't permit. I had confidently hoped that the New Year and the New Century would bring forth an increased attendance in Division meetings. Thus far my hopes have not been overflowing realized and I still hope. Remember, Brothers, the Order is what we make it, and the influence of each Division, totalized, is what constitutes our power to help ourselves. Think what the condition of railroad men would be today if the Order had never existed. Come to Division at least once a month and give us regulars some encouragement.

C. D. KELLOGG.

St. Louis, Mo.



Editor Railway Conductor:

As I am laid up for fourth-class repairs by order of my friend Nicholas II., from St. Petersburg, who has kindly sent me the "grip," while others are experimenting on me I will experiment with journalism. I have read THE CONDUCTOR for a number of years, and, not being a candidate for jury duty, have formed some opinions.

Discussion properly conducted is productive of much good. Many of our wisest laws had their conception in the fraternal columns of THE CONDUCTOR. It is the "safety valve." The home question is spoken of as likely to come before the coming Grand Division. I want to say I am in favor of the sentiment of this proposition. It shows a broad and humane feeling for one another; the ameliorating influence is at work. When the tide rises, then the ship floats. A little more discussion, a little more time, a little more patience, but no Grand Division action yet. Without disparaging any of the suggestions offered on this subject I am inclined to think a valuable one has to some extent been overlooked. I think a Beneficiary Department in every Division of the Order, safeguarded by a set of local by-laws, literally construed and strictly obeyed, conscientiously applied, would be an excellent beginning. I observe that Divisions wherein this department has been established, have not only grown strong numerically (for we are sheep-like, will sometimes follow the crowd), but have done an inestimable amount of good as well. I may mention two Divisions, not for any selfish motive, but because I am more familiar with them. I refer to West Philadelphia Division 162 and Division 204, located in Philadelphia. Few outside of the membership of these two Divisions have any conception of the relief dispensed to their immediate membership, scattered as it is in many of the states and territories. It is not an uncommon thing for a member to get relief for eight or ten years, all the time in his own home or with members of his family, who, at the end, receive \$50.00 for his funeral expenses. The amount per member is comparatively small. You know where your money is being spent and who is receiving it. Can see the good it is doing. It re-



quired courage and conviction to work out this stupendous scheme in the beginning in order to demonstrate that it was a practical thing. With past experience as a basis, it has been improved. (I am now referring to Division 162 in particular.) The master mind in this evolution is our present G. S. and T., Brother Maxwell. I am certain that his great interest in this line of endeavor in time gone by would be freely given in a fraternal way to any Brother who contemplated going in the subject matter of a beneficiary. If the figures for one year and the total for the entire time that the beneficiary has been in existence in Division 162 was published in THE CONDUCTOR, it would open up a new line of thought on the home subject, and every dollar of it from a Brother to a Brother in his time of need and affliction.

In the meantime let us keep alive the lamp of hope by doing what we can for the Highland Park Home. Could an accredited representative of the home be at Grand Division headquarters in St. Paul open a roll of honor; could each delegate and visiting member to the Grand Division sacrifice some little pleasure or luxury and enroll his name for one dollar; could some Brother at home hand his delegate one dollar and ask him to enroll his name; would the worthy citizens of the Twin Cities help us a little? Would visiting delegations, in interest of our meeting two years hence at their city, assist us some to endow one bed or room at our home? Would it not make us all feel good to visit the home and see over the door or over the bed a tablet engraved "Endowed in perpetuity by the members, visitors, etc., Twenty-Eighth Grand Division, held at St. Paul, May, 1901."

Has the objects and aims of the home found its way in public prints through some newspaper or magazine article? Many persons philanthropically inclined notice articles of this kind. Mr. Andrew Carnegie and many others of his liberal and charitable disposition might assist us. D. J. T.

Philadelphia, Pa.

#### Editor Railway Conductor:

The following officers were elected to serve Division 233 for 1901: C. C., Geo. Nelson; A. C. C., W. B. Allen; S. C., John McGraw; J. C., G. P. Graham, I. S., O. V. Sullivan; O. S., J. W. Legg; S. and T.; J. M. Caruthers; Delegate, W. E. Starcher; Alternate, J. R. Vest.

Our little Division has passed a prosperous year and we all are going to set our right foot forward to make the year of 1901 a complete success. Our Division, like our line of railway, has lots of hills to climb, but when we lay down and have to double it does not discourage us, for we are used to it. We have lost two Brothers by dismissal and gained two by transfer cards, one from 180, the other from 239.

We have all been very busy the past year of 1900, and the prospects for 1901 are much brighter and better than ever before. We now have four local and thirteen through freight crews running in and out of Point Pleasant. Three work trains are kept busy all the time. We have 100 miles more of new steel to lay, which will complete our Division of 153 miles. The Hocking Valley railway and Ohio Central lines have some great object in view, but

what they have us guessing. Perhaps I can relate them to you in the near future.

Brother R. O. Deal has been appointed general yardmaster of Point Pleasant Wagner yards, and a better man for the place could not be found. Success and a Happy New Year to all Brothers of the Order. W. B. ALLEN.

Point Pleasant, W. Va.

#### Editor Railway Conductor:

I take a deep interest in reading THE RAILWAY CONDUCTOR. From time to time I have read the communications expressing ideas in regard to the welfare of the old and disabled conductors, and differing so widely in opinion. Some for the farm; some for the home and some for a pension.

Now, my idea is this, and I think it a very plausible one: For an old conductor that has been disabled through sickness or otherwise, and not able any longer to follow his profession as a conductor, or not able to support himself by manual labor, I think a pension would be the proper thing, and the one that would give the greatest satisfaction. I would say for a conductor carrying \$1,000 insurance to receive \$100 a year; holders of higher insurance in proportion. The assessments to remain the same for those receiving benefits as long as they receive such benefits. The pension benefits to be deducted from insurance in final settlement of claims. D. L. ANDERSON.

Bascom, Ohio.

#### Editor Railway Conductor:

It is with great pleasure that I announce the promotion to trainmaster of one of our regulars, Brother George Wright. Old George has signed lots of freight bills and has canceled lots of tickets, and is in a position now to cancel some of the boys, if they do not look out for business, and will do it, too, you bet, if they do not look out for old business. Oh, well, the boys all know George and they know if they do their part they have no need to fear that he will not do his. Brother L. C. Schweickert seems to be showing up pretty regular at Clifton Forge, now as he has a regular run on passenger on James River division. Old Brother J. B. Herndon, the ladies' man, is now occupying regular run formerly held by Brother George Wright. Brother W. L. Harris is on the preferred run, the local freight on James River division, and Brother Royburgh is very much uneasy, as there is a rumor afloat that the divisions are going to be consolidated from Gladstone to Newport News and Charlottesville and Washington. Look out for me, I do not speak often, but when I do speak I tell it all. A. C. ANTHONY.

Richmond, Va.

#### Editor Railway Conductor:

Division 223 held its annual election of officers for the first year of the new century. The present incumbents are: J. W. Rankin, C. C.; J. T. Compton, A. C. C.; J. A. Zepp, S. and T.; G. W. Riding, S. C.; Chas. Daily, J. C.; F. McBee, I. S.; S. F. Smith, O. S.; Chas. Shipley, Delegate to the next Grand Division. Everything seems to be moving along smoothly on the line of the Baltimore & Ohio railway. The most complaint is that business is so brisk the men can

not get home very much, and consequently cannot attend Division meetings. We are having some winter here just now, the first we have had this season.

We were glad to see our old friend and Brother, F. McAmay, of the B. S. P. Home, but sorry to know that it was sickness in the family that called him home. The winter here, as well as elsewhere, has been very unhealthy. Coming East on Train 14 I had the pleasure of meeting a gentleman from the Blue Grass regions of West Virginia, and claiming his home at Bluefields. He seemed to be a very pleasant gentleman, the only trouble was he got hold of a very lame horse, and it limped along the way, and when he got down to the river he couldn't get across. Would like to have conversed some more with the gentleman, but I had to change at that point and had to say good bye. Hoping this may be a prosperous year for the O. R. C.

J. W. RANKIN.

Martinsburg, W. Va.

Editor Railway Conductor:

After an absence of six months, save one, I will again shy my caster into the correspondence ring of our Fraternal Department and have a thing or two to say about the wherefore of the what and the whichness of the why. In looking over this department I find some new names and faces, but few new subjects of discussion. Seniority, age limit, the student, over-production of railroad men, farm and home: for the old cons to be turned out upon, protective fund and taffy for the Grand Officers. These and kindred subjects have been the burden of our pencil pushers' song for—oh, so many moons! Now, I'm not finding fault, boys, but, honor bright, do you think you have come anyways nearer solving these kotty(?) problems? I don't think so. Have I anything better to offer? Maybe! At any rate we will see. From my stand-point of view, all that has been said about seniority, age limit, the student, over-production, blacklisting, etc., has been said in a tone and spirit ignoring the railroad company's side of the question. The writers on these subjects, so far as I can see, discuss them with the idea that when they get them fixed up to suit themselves, all they have to do is to propose them or dictate them to the railroad companies, and if need be, force them upon the companies, and said companies seem to be planning and acting in directly the opposite direction, so you see, if we seem to know just what is good for us, the railroad companies claim the same prerogative, and when any of these things that we are discussing suits them they adopt it, and when it don't suit them they ignore it, and why should it not be so? Who owns the railroads, anyway? There may be some isolated cases where we have been able to get any or all of these things adopted by the railroads, but in the majority of cases they always have and always will do just as they please about them, and I ask again, why not? They own the roads. Now, do not understand me as being in favor of those companies doing and acting in all these things as they do, but what are you going to do about it? The constitution gives all the right to do pretty much as they please with their own—railroad com-

panies included. I have nothing but good will toward all of those good Brothers who seem to be so in earnest in seniority, age limit and so on, but it does seem to me that I, being a farmer, have the right to choose the kind of mule I want to do my work, and to turn him out to die when he gets too old (passes the age limit) to work, but then you say I am dealing with human beings. Well, I'm not so sure of that, for I am told that corporations have no souls, and it sometimes looks that way—and if that's the case, they at least do not seem to be human sometimes, but nevertheless they have rights that must be respected, as in the case of the farmer and the mule. I do not see that we are accomplishing much along the present lines of procedure; that is, we are not getting our money's worth. Have I something better to offer? Perhaps so, but before I offer it I wish to have my say about some other things that are discussed pro and con in this department, and, if after that, my letter does not reach the word limit, so much talked about, (who is paying for this magazine, anyway?) [Look out! Veritas; you are talking to the very ones who are making the kick, but whose letters are sometimes crowded out by the length of others.—ED.] I will tell you something about it in this letter. I am no hero worshipper, but I do believe in giving even the devil his dues. I hear some talk of cutting the Grand Chief Conductor's salary. Now, I have long been aware of the fact that the Order of Railway Conductors, and all kindred organizations, while they seem to be a necessity, are terribly expensive, and especially the assembling of the grand bodies, and were I to undertake to work out some of the financial problems of the Order with a view to curtailing some of those expenses, I would not begin by cutting salaries. If our present Grand Officers are not worth the salaries we are paying them, get men that are, but if you believe in, and keep the present set, pay them well, and when they deserve bouquets, toss them, but not otherwise. I am not accusing them of any dereliction of duty, but I do not believe in "Hobsonizing" them, and I dare say they do not enjoy it. But to proceed:

Others are finding fault with the laws and law-making, and others the way the Grand Chiefs construe and administer said laws. Now, why all this fault-finding? I presume these Brothers are doing the best they know how with the laws that you kickers made for them, and the best they can with the positions and authority you gave them. The fault is entirely with you. Can't you see where the trouble lies? Why, the trouble is, in my opinion, that all those Grand Officers, like all our politicians, have too much authority, and so has our Grand Division, and the latter meets too often. I would suggest that the enactments of that body to be more generally referred back to the rank and file of the Order for their acceptance or rejection. I dare say that had that been the case in the late lamented federation the result would have been quite different, and that brings me to the point that was uppermost in my mind when I began this letter, viz: Direct Legislation. I have no hesitancy in saying that if all the energy exerted by the conductors of this land to get what they consider a square deal from the

railroad companies, was put forth in a like effort to procure direct legislation, we would not be long in getting it, and that once established in the land you discontented, chronic grumblers could get just what you wanted—provided a majority voted for it—railroad companies to the contrary notwithstanding. That sounds funny to you, does it not? Yet it is as true as Holy Writ, and it is high time you were seeing it. With direct legislation in force in this country, whatever was just and right in the cases of seniority, age limit, student, black-listing (that word makes my flesh creep), salaries, home for the aged, and so on to no end, you could have, and you would not have to send a committee to a railroad company to get it. That sounds strange, don't it? Yet it is true, and you will find it out to be true, if you will only investigate and find out what direct legislation is, and what a movement there is in this country to attain it.

And in conclusion, I want to say to one and all of you, that you are just frittering your time and money away along those old lines. The people who own those railroads are not in the business for their health alone, and when they have paid you what you agreed to work for, why, under the present method of doing business, their obligation to you ceases and you have no right to even attempt to force seniority, or any other kind of "ority" on them. You have no right to say to them you must not employ this student or that farmer. The student has rights, too, please remember. You have no right to prescribe the age of their employees, or whether they run double or treble headers, for remember (and I can't repeat it too often) that when you sign the pay-roll, and get your money, the company's obligation ceases, so far as you are concerned, and as long as you, by your votes, make it possible for such things to exist, you show your weakness and lack of good judgment in trying to force something on them they don't want, or don't have to have. I do not blame you for wanting all those things, and under just conditions, if a majority said so, you should, could and would have them, and if you ever come anyways near straightening these things out, it will be by and through direct legislation and no other way. Brother Osborn, if we had direct legislation we would not need your much-talked-of home. We could make ample provisions for them in their own home nest. This letter is especially dedicated to the short-letter man.

VERITAS.

Louisville, Ky.



Editor Railway Conductor:

We can see a great improvement in the attendance of Division 32 since the new officers took charge, and the prospects for a successful year are bright. The members have made up their minds to do some hustling for new members, and there is a prospect of some of the old conductors that left the Order coming back again. I can't understand why any conductor who is eligible does not join the Order. He not only protects his family, which it is his duty to do, but he protects himself in a great many ways. When we look at it in its true light we should feel that it is our duty to do all that we can to advance it to the front of all Orders. We are respected by the officers and

are working in harmony with them, and it has received a great many favors from them in a friendly manner. I believe that we have as fine a staff of officers on the Erie as can be found on any road in the country, and if we do our duty as conductors we will have no reason to complain. There is another branch that is in close touch with our Order which we should all encourage and assist to the best of our ability—that is the L. A. to O. R. C. They are certainly a band of noble workers and deserve all the assistance that we can give them. They have in the past been of great assistance to the O. R. C., and will be so in the future, so, Brothers, let us assist them in their noble work, and if any of our wives are not members of the L. A. to O. R. C., let us see that they do become members. Let us get up social meetings and invite them to meet with us and become better acquainted and we will derive better results for both Orders, for there is nothing like harmony to bring success, and there is nothing that so delights a true conductor as mingling amongst friends.

I had the pleasure of meeting some of the Brothers of Division 217 at Bennett, Pa., last Christmas, and they are certainly a fine lot. It is a pleasure to meet such men; they all try to make it pleasant for a visiting Brother. No one will get lonesome where Brother Burns is, but he did not have his old-time jokes that he had the last time I met him. The most of his conversation was court and wedding trip. He did not say where he intended to go, but I took it for granted, by his remarks, that it was somewhere in Europe. I had the pleasure of meeting an old-time friend, Brother M. Malony, of Bennett, and such a welcome as I got. My hand aches from the effects of it yet. He is one of those kind and noble Brothers that goes to make you feel contented with your lot. With best wishes for the O. R. C. and L. A. to O. R. C.

P. W. EGAN.

Meadville, Pa.



Editor Railway Conductor:

The January number of THE CONDUCTOR at hand and the many interesting letters and articles pertaining to the good of the Order read with interest and great pleasure.

Will start out by saying that I am a member of Division 118, of which I am proud. I transferred from Division 287 one year ago. I will always have a fond remembrance of Division 287 and my heart shall always beat warm for the welfare of that Division and its members, especially for Brothers Savage, Connors and Watlington, for the kind and Brotherly treatment accorded me when but a stranger to them. I can also state that I received a warm welcome into Division 118, and a better lot of boys I never had the pleasure of meeting anywhere.

Division 118 is in a good and prosperous condition, having taken in several new members during the last year. Some of our members have met with bad luck during the past year—some more serious than others. Our worthy and beloved Brother Clendennen, of the Wabash Railroad, running between Streator and Forest, Ill., was shot by a drunken negro, about a year ago, whom Brother Clendennen was compelled to eject from his train on account of disorderly conduct and re-

fusing to pay his fare. The bullet entered the leg about half way between the knee and hip, breaking the bone. I am glad to say that Brother Clendennen is getting around on crutches some of late and we sincerely hope to see him at his post of duty soon again. Brother Ott, an old ex-Santa Fe conductor, but now employed by the 3 I railroad, met with quite an accident a few days ago, but we sincerely hope that his injuries will not prove serious. His caboose turned over, giving him quite a shaking up and a severe scalp wound. He was improving, the last heard from.

The L. A. to O. R. C. is arranging to give a ball in the near future. They have gotten out their time cards, but I as yet have not received one. Permit me to say that I think, we, as a class, think too much of the ball-room and things of this world and not enough of the church of Christ and things pertaining to eternal life. I sincerely wish that our Brothers would think more of the important things of life, or those pertaining to eternal life, than they do, and that they would give their time and talent to the service of the blessed Master who gave His dear life and shed His precious blood on the cross of calvary that we might have eternal life through Him. Brothers, the time will soon come when you and I shall have signed the call-book for the last time, or the last trip on this earthly train, and the summons comes to meet our heavenly superintendent and trainmaster where there will be no more trips on dark and stormy nights. Neither will there be the loved ones waiting with anxious hearts for the sound of the locomotive whistle announcing our return once more home. But, on the other hand, if we obey God's word and live faithful, discharging our duty toward our fellow man and our Blessed Savior, we will have an abundant entrance into a land where the Sabbath never ends; neither will there be any more parting from the loved ones. Brothers, do not make the excuse so often made, that there is no use for a railroad man trying to live a christian, for this is an awful mistake. Make the start today to live for heaven, home and eternal happiness. Tomorrow you may be brought home to your loved ones a mangled corpse; but if ready for that sad ordeal, how much the better for you, and, oh, what a consolation for the loved ones left behind. I am glad to say we have a good christian man for a trainmaster here on this Division of the Santa Fe, in the person of Mr. G. H. Saunders, formerly of Newton, Kas. I am confident that the Brothers will be dealt with in justice as far as Mr. Saunders has the power to do so.

Well, as I am not the regular correspondent of Division 118, I will ring off for fear he thinks that I am trying to cheat him out of his office. With best wishes for the welfare of the Order.

Streator, Ill.

J. M. SUMMERS.



Editor Railway Conductor:

I read the suggestion of some of the Brothers that the O. R. C. go into a manufacturing business. I would be more in favor of the farm idea, of raising things for use instead of producing them for sale. To call the Brothers' attention to what men in the manufacturing line have to contend with today, I read in yesterday's paper of the threat of Carnegie to enter into the domain of the Morgan

interests if they don't keep out of his; namely, the making of structural steel, and he says he will produce the finished product cheaper than they can produce steel billets. There isn't scarcely a line of manufacturing that one could go into without hundreds of thousands of capital, buying the best machinery and employing skilled employees, and then you are not safe, as individual refiners discovered when the Standard Oil Company got after them. If we went into the shoe manufacturing business, Pingree would, or could, force us into bankruptcy in a few months. So far as the loyalty of the Brothers is concerned it certainly must be reckoned with, and might be depended upon, but it doesn't seem sensible to ask a Brother to pay more for an inferior shoe. For my part I would sooner give the money outright than to ask a Brother to enslave himself in making them, and then to pay more for them than I could buy them for elsewhere. I will ask a question in political economy: As the working class, according to the best figures obtainable, gets 17 cents of every \$1.00 worth of wealth made by them, how is the manufacturer going to sell this \$1.00 worth of wealth? How is he going to turn it into money? And yet he must, for cash profit is his aim. The moment he enters the market he is confronted with the fact that the working people that comprise the greater part of the population have but 17 cents if they spend all they have for every dollar's worth of goods he has for sale. The result is the crisis—the industrial panic which our capitalists and economists tell us is due to "overproduction." The first stages of the crisis are now being felt in Europe. Brothers, watch its operation and then consider going into producing things for sale. The crisis ought to be on here inside of a year—probably six months. On a farm we would produce things for use of members on the farm, and farming could be learned more easily than to become skilled in manufacturing. The farm would be a good investment if it could be paid for on the start, or nearly so.

J. E. GEARY.

Tucson, Ariz.



Editor Railway Conductor:

Were it not for the fact that the omission of a single letter to THE CONDUCTOR each month of the year 1901 meant a cut in our salary there certainly would be one this month, but as the salary is small at the best—just enough to pay our postage—we hump ourself in behalf of old 301. We are in sackcloth and ashes just now, and all on account of our trainmaster, Mr. J. R. Cary, having left us on January 1. The Division told me to say something about him, but somehow we can't think of words that apply, for to do him justice we would have to almost exhaust the English vocabulary. He is succeeded by Mr. J. C. Hagerty, formerly chief train dispatcher for many years on the O. & M., B. & O. S. W. It is with a true feeling of sadness that is shared by all of our Brothers, and not only by them, but by all those in the transportation department that we say "We hate to see you go, J. R. C." With due respect to all former trainmasters and to those who may follow, we must place him at the head of the procession, and it has been a long one, in thirty-one years. Having once been one of the craft he always seemed just a

little bit nearer to conductors, just a little bit more reasonable and considerate than anyone with whom we were ever thrown in contact officially before; and we always felt that we had a true, gritty friend, who loved to help those who would help themselves. Qualified to an unusual degree in his capacity as trainmaster, he was a man with us, that always commanded our highest regard, and many a task has been lightened when considered that it was directly for his interest that we were working. Always on the lookout, and never backward in giving just criticism, the service was certainly bettered in very many ways during the time he was here. He goes to the C. & O. at Covington, followed by the very best wishes of admiring employes. Division 301 has presented him with a copy of resolutions indicative of the good feeling of her members, and their only regret is, that they can't do more.

Brother Wm. Cox, of the above Division, is flagging on the L. & W., out of Birmingham, Ala. We learn with regret that Brother Bart Hubbard, of the Monon, has been dismissed. Brother William Churchill, formerly of the O. & M., has been made superintendent of the Ft. S. G. & M. We had the pleasure recently of meeting Brother Sam Stewart at Mitchell, Ind. Sam was one of us, when a train on the M. D. was a persimmons job. About the only thing that disturbed a man's rest was a passenger train each way. It would have been a better job if we hadn't had to stop at Mitchell for the L. N. A. & C. crossing. The old picnic days have gone. All of the old familiar haunts of the average brakeman and conductor of the then "only times" have succumbed to the rapid strides of civilization. We cast our eyes back wistfully, but in vain, and we meekly take up our cross again. How does twenty-nine loads and twenty-nine empties strike you for what we call a freight? Sometimes when business is good we have a full train then, or what is dubbed here a "baldface" cut 'em off by the mile.

Seymour, Ind.

C. W. M.



#### Editor Railway Conductor:

The question of reducing the expenses of the meetings of the Grand Division seems to me to be a very important one, and one which I hope will be considered at the meeting in St. Paul next May. It is easy of solution, in my opinion. Without undue circumlocution or argument at this time I will submit my plan: Instead of one delegate from each Division, divide the membership into districts of, say five hundred members, each district to hold a delegate meeting in January prior to the meeting of the Grand Division, and elect a representative to the Grand Division. District meetings to be composed of one delegate from each Division in the district. By this means all would be represented in the Grand Division, and at a greatly reduced cost to Divisions. It would also permit the Grand Division to meet at the headquarters of the Order. The expenses of the delegates to the district meetings to be borne by the Divisions sending the delegate, the expenses of the representatives chosen to Grand Division to be borne by appropriation from the general head of the Order. In this way the cost to the membership would be more nearly distributed,

and by this plan the business of the Grand Division would be greatly expedited, and generally better results obtained. I expect to be at the next Grand Division, and if this question is brought up, shall be prepared to advance argument which, as I am a very poor writer, I cannot put in a communication. Hoping that the membership will think carefully upon this subject and have their delegate prepared to act upon it next May, and with best wishes for the prosperity of the Order generally and the membership individually. K. N.

Marion Iowa.



#### Editor Railway Conductor:

Our Division is in receipt of a prospectus from St. Paul Division, for which our thanks are extended. The features are unique (we mean the prospectus, not the pictures therein). The advantages set forth are all that could be desired, and our only regret is that we cannot attend en masse. The street car feature is novel and saves one the annoyance of waiting on the corner, particularly when one does not know which is the corner. The banking facilities are excellent and will doubtless prove a blessing to us who are perpetually burdened with a large roll of bills or a bag of silver. The protection is ample, no doubt, for those who admire that style, but we have ever opposed it, and never deviated, except on one occasion, when the hotel was crowded, the watchman crept in to share with us, there being no cause for him to sit up longer, as everybody had retired. The menu is superb, and is calculated to satisfy the most fastidious. Taking it as a whole, if the service compares favorably with the prospectus, it will indeed be glorious, and those who are absent will ever have cause to regret the failure to attend the greatest of all great gatherings.

Our first January meeting was well attended and very interesting. Initiation, installation and reading communications were enjoyable features, to say nothing of receiving applications from some of those who are desirous of coming to our fold, and it is pleasant to note a spirit of improvement over the entire system. If that spirit is pushed while we have the ball rolling we can soon see the result of our labors and the Order will realize the benefits from perfect organization, thereby improving our condition and furnishing the company better service.

In the assignment of crews for the tourist season, Conductors D. L. Lynch and K. R. Murrell were designated to the through run and assumed the duties on the 15th, when the Florida Special was placed in commission. Murrell is an old passenger conductor and the harness fits him without alteration. Lynch is new in the passenger service, but comes from an old family of conductors and will doubtless wear well, for he is related to his father, who never loses his head. We see considerable in the Fraternal Department as to what is to be done with the old conductor, but we see nothing feasible. The various schemes are all right on paper, but will not hold good when put to the test. The farm, the factory, the railroad, etcetera, are good things for the farmer, the factory hand and the railroad man, but if a Brother is too feeble to run on Smith's road, how can he run on that of Jones or Brown? And if he cannot perform the

duties on a railroad he surely cannot get out in the early morning, feed stock and take a plow. In the first place he would not know a furrow from a ditch. In the second place if he were to run a furrow correctly he would not know it, because he is no farmer. When you place him in a factory he would not know a loom from a lathe, and we could not promise a market for his goods, because other factories have skilled labor and work on a small margin and can produce the article at much less cost and sell a better article for less money, and we would soon have a stock on hand that no one would purchase. We must bear in mind that this is business and not sentiment, for when it comes to dollars and cents the sentiment will not hold. These questions will all be ventilated at St. Paul, and something may develop that will be tangible; we trust so, at least. As far as we can see, nothing is clear but a home, supported by an assessment for a single man and a pension for the man of family.

LAFAYETTE.

Wilmington, N. C.



Editor Railway Conductor:

The year 1900 having past, and with it the lives of some of our Brothers, or some member of their family, have passed out. While the year 1900 has been a very successful and prosperous year, and the death rate among railway employes by accident has not been as great as in former years, we hope that this will be one of the most prosperous and successful years of any, and that the death rate will decrease. The railroads in this part of the country are doing a better business than ever was known at this season of the year. Train men do not get hardly any rest. Some of the crews on the L. E. & W. Ry. don't get in until they are notified that they are wanted to go on through or turn back as soon as they can get ready. Brother A. L. Heath is on the through passenger runs from Sandusky City to Tipton, Ind. Brother J. N. Johnston has taken a leave of absence, and, with his mother, has taken a trip to California to visit his sister. Brother Thos. Stahl has taken a few days' lay off, by the request of the superintendent. Brother M. H. Lynch has been promoted and is running both ways out of Lima (from Lima to Tipton and from Lima to Sandusky City). Brother Steele is playing checkers with the way-bills and looking after the brakemen drilling box cars and such other cars that may chance to be in the way between Lima and Muncie. Brother Sam Rowe is looking after the local freight business between Lima and Sandusky City. Brothers Frank Strohl, Fennessy, Goonan, Cavanaugh and others, too numerous to mention, are on the chain gang on L. E. & W. Brother W. H. Wise, of the C. H. & D., is somewhat stuck on himself when he gets his uniform and brass buttons on. That's right, Nig, make the boys take off their hats to you. You have earned it by hard labor on that south local. Brother C. W. Long has been sent from D. & M. division to the C. H. & I. division to count noses between Hamilton and Indianapolis. Success to you, C. W., but look out, you know what has happened to other D. & M. men that have been sent there. Brother Seymour Evans thought it might be possible that he would be denied the privilege

of ascending to a higher clime, so he got a leave of absence and took a trip out west and made an effort to go to the top of Pike's Peak. I think he made up his mind that if all high places were like Pike's Peak that it would best for him to stay down on level ground. His health was greatly benefited by the trip. He has resumed his passenger run between Lima and Toledo. He has an eye to business, and there are very few passengers escape him. Brother Thos. Durbin was notified that it was time for him to don a uniform and try his ability as a passenger conductor. Tommy will get there all right. Brother W. W. Armstrong is running passenger between Lima and Dayton. Brother J. H. Folk was told by the officials that his services could and would be dispensed with. No cause given. Brother Thos. Carroll has been appointed night yardmaster in Lima yards. Brother Bert Frith and Brother Jack Clifford are on local between Lima and Dayton. Good men for the run. Brother A. L. Smith is running local between Lima and Toledo. Art is all right if he has only a hand and a half. Brothers Buckhouse, Banks, Simmons, Hoover, Nims, Holliday, Saunders, Reed and too many for me to think of, are on the chain gang. They are all nice fellows. Brother Asa Nims' wife is at the Lima hospital, where she had an operation performed. She is getting along nicely. She has been sick about seven months; has been quite a task to Brother Asa, and it will be a great relief to him if she gets well now; we hope she will.

The D. & L. N. is doing a very fair business for a new road. Brothers Charley Stone, Lochard and A. Smith are doing the ticket punch act from Lima to Detroit. All three members of 299. Brother Stone is a regular attendant when in on meeting days. Brother L. is never here on meeting days, but Brother Smith could attend, but don't. He will think of it when it is too late. Brothers Still and Jones are on through freight. Brother W. E. Stout is playing solitaire with the way-bills on local. Brother N. N. Ridenour has cast his lot with the D. & L. N. He was running gravel train, but is now on freight. Brother Tom Harper was let out some time ago; he is now with the B. & O. down in Maryland.

The Ohio Southern is doing a good business. We only have one member on the O. S., Brother Wm. Castello, who is running passenger. Brother Geo. Mellines, of the O. S., is a regular attendant at our Division meetings. A mighty nice Brother; would be glad to have him as a member. Division 299 has seventy-five members in good standing. While we lose a Brother occasionally, by having to transfer, we get others in return, and quite often we get a new one by initiation. Several of the Brothers who have been suspended see the folly of their acts and have repented, returned and have been reinstated. May all that are suspended see that it is best to be a member in good standing. At our first meeting in 1901, Mr. C. H. Davis, of L. E. & W., who had been duly elected to membership, presented himself for initiation. Mr. Davis was taken to the barn where Mr. Goat is kept and groomed by the best hostler in 299, Brother Chas. Stone. Brother Stone took Mr. Davis to the bin where the feed is kept for Billy. Davis wanted to know what all of those tin



cans, old hoops, rubber boots, wagon tires and barrel staves were for. He was informed that was the light diet prepared for Mr. Billy for this special occasion, as Mr. Davis had met with an accident and would not be able to control William if he had not been put on light diet for a few days. But as it was, he managed to escape death and is a full-fledged member, and I believe that Brother Davis will do credit to himself and honor to the Division. We have ten or twelve more in sight who are eligible to become members.

In December, 1900, the following officers were elected to take charge of 299 for 1901: J. L. Edmiston, C. C.; Frank Strohl, A. C. C.; O. D. Fisher, S. and T.; R. W. Peck, S. C.; C. C. Collier, J. C.; J. H. Shelly, I. S.; D. M. Anderson, O. S.; Bert Frith, Delegate to Grand Division; A. L. Smith, Alternate; Bert Frith, Thomas Strohl and D. M. Anderson, Trustees; J. L. Edmiston, Cipher Correspondent and Legislative Committee. O. D. Fisher has been S. and T. for six years, and I don't believe that we could get any one that would keep the records of the Division in any better shape. His books are always ready for the auditing committee. Division 299 has a funeral benefit of one hundred and fifty dollars, which is to be paid to the family of the deceased Brother immediately upon proof of his death. We were favored with a visit by Brother Corbitt, G. J. C., the last of November, but owing to the rush of business on the road we did not have enough members out to hold a meeting, for which I was very sorry, for I would have been pleased to hear Brother Corbitt talk and give us some instructions. We are in need of instructions, and are willing at all times to receive them. Come again, Brother Corbitt, and it may be that you can get here on a meeting day. In 1900, 299 missed one meeting day—that we did not hold a meeting. I don't believe that all of the Divisions of the Order did that well in 1900. While the attendance is not so large, we manage nearly always to open the Division to dispose of business.

The non-attendance of Division meetings by some of the members is due to a rush of business on the road, but a great deal of it is due to the carelessness and neglect on the part of the members. There are too many of them who think that all they have to do after being initiated is to pay their dues, and when there is something done in the Division that doesn't just suit them, they kick. But if they get into a little trouble they are the first to be at Division with their little tale of woe, and can't wait till the Division is opened. Such as these receive no quarters with 299. They must get there once in a while when there is no excuse for them. The Wilkesbarre circular was taken up and considered as a fit subject for the waste basket, which place it landed. We are satisfied with what our Grand Officers are doing, and with the salary they are getting. What if they do get a great deal more than any of the conductors on the roads? They have a greater responsibility resting on them. They are disposed to look after, and do look after, the interests and welfare of all the Divisions of the Order, and I am sure when that is done they have about all they can do. Hello, Hot Tamales, have you got dinner ready yet? We expect to be in St. Paul in May, if there is dough enough left, and would like to meet you there.

J. L. EDMISTON.

Lima, Ohio.

#### Editor Railway Conductor:

Division 117 elected and installed the following officers on the fourth Sunday in December: Geo. M. Miles, C. C.; C. W. Little, A. C. C.; C. W. Kite, S. and T.; J. H. Hardesty, S. C.; Ed Burke, J. C.; J. C. McCarty, I. S.; Ham Perrett, O. S.; J. M. Torrence, Geo. Carr and D. C. Kelley, Division Committee; Geo. M. Miles, Delegate; A. Lindsey, Alternate; J. H. Hardesty Legislative Committee and Correspondent; C. W. Kyte, Cipher Correspondent. From the increased attendance the change of meeting was for the better. The Division is in a very satisfactory condition indeed. At the close of the year there were only two behind with dues and they have settled up since. The treasury has more money than at any time in the history of the Division. Committees have been appointed to take charge of and make suitable arrangements for our part of the entertainment of the Grand Division in May. Business on all lines running in here continues good, but we hope to be more at leisure when our old comrades and friends march into St. Paul, and help show them around. Not that Division 40 requires any assistance, but for our own pleasure. We were in evidence at the annual banquet in the saintly city, which words fail to describe, and were especially pleased to note the improved healthful look in the face of our beloved Grand Chief and hear the inspiring words of wisdom and good sense which fell from his lips. The weather has been quite fair with us up here this winter, and now that the mercury keeps registering quite a bit below zero we feel encouraged, and can predict with some show of certainty that the ice will be out of the lakes and mild and delightful weather will, as usual, prevail in May.

Minneapolis, Minn.

J. H. HARDESTY.



#### Editor Railway Conductor:

As a matter of duty and pleasure I will endeavor to give what news I can and urge the settlement at the next Grand Division. The many battles that have been fought in regard to seniority, the old and worn-out conductor, a disability clause in our insurance, the farm and the home at Highland Park. All are worthy subjects, and I do hope the Grand Division will settle these subjects to the best interest of all concerned. I think as much as has been said in this connection that every Division will be able to instruct their delegate in each case.

Our Division is in quite good condition. We are steadily gaining in membership and at present I think we have about seventy-five members—nearly double what it was four years ago. We had a special meeting on the 23d ult, and took three more into the fold. They are very substantial Brothers and we are very glad to open our doors to such Brothers. Quite a number of Brothers have transferred to us in the past four or five months. We are also glad to see them come. Some time past we had the pleasure of greeting our Grand Officer Brother Wilkins, at a special meeting, after which the Brothers went to Brother Hegy's, where a beautiful lunch was spread. Short speeches and a general good time was had. On the 10th ult. we had the pleasure of attending the public installation of officers of the L. A. A good time was enjoyed by all, after which a very nice lunch was

served. Several of our members are on the sick list. Brother Little has just returned to work after nearly a month's ailment. Brother Pexton was off for part of a month. Brother Jack Burns, of South Omaha, is down with smallpox, and Brother O. E. Burk is still at St. Joseph Hospital, Omaha, but is convalescent. He would be pleased at any time to have any of the Brothers call. (You need not call on Brother Burns).

The following officers were elected for 1901: O. E. Briggs, C. C.; J. H. Hocker, A. C. C.; F. M. Hoxie, S. C.; C. H. Hetts, J. C.; J. C. Warren, I. S.; J. H. Matthis, O. S.; Brothers Shriner, Comsedine and Galdrich, Local Committee for Wyoming division B. & M.; J. B. Tanney, J. H. Hocker and F. M. Hoxie, Division Committee; O. S. Ward retained as S. and T. by C. C. casting entire vote of Division; J. B. Tanney, Delegate; O. E. Briggs, Cipher Correspondent; F. M. Hoxie, CONDUCTOR Correspondent.

F. M. HOXIE.

Lincoln, Neb.



Editor Railway Conductor:

Division 263 moves along pleasantly and holds her own in membership. We have sixty-three members at present, four having dropped out in the past year and four taken in—two by transfer and two by the circuitous route. Brothers Taylor and Welsh, of Division 183, transferred to us. We were all agreeably surprised to hear of Brother McVeigh's good fortune. May you still continue to climb the ladder, Brother Mac, is the wish of all of us. Brother Craddock has been sick for several weeks past, but his early recovery has been assured us and we hope to soon see him in the Division room again ere he is forgotten. I would like to see or hear through THE CONDUCTOR from Divisions 193 and 233. The first where I was made a conductor and the second where I spent two happy years (before they had a Division) and was compelled to resign to avoid the annual falling of the axe. Brothers Joe Brown and John Doyle, what have be become of you? Last heard of you on the Hocking. Brother Cowherd still prospers in the commission business, as does Brother McBetle, both being hale fellows well met and deserve all the good luck they have. Brother Welch, of 297, do you remember of a certain Sabbath in December, 1897, when the remark of "only a leg broke" caused a general laugh and spoiled a solemn scene? Probably Bickers or McNemar can remember it.

R. M. H.

Cumberland, Md.



Editor Railway Conductor:

At our last meeting our Assistant C. C. raised a general rumpus because he had seen nothing in THE CONDUCTOR for the last two years about Division 205. The Division forthwith decided that yours truly had to undertake the job at once, with an understanding that if the fruits of my mental efforts went into your waste basket instead of THE CONDUCTOR I would be fired off the committee to get up a moonlight excursion to the capes next summer. Now, Brother Editor, I am surely going to do my best to stay right side up, and solicit your assistance to keep me out of trouble. I don't mind being roasted by one or two, but doggoned if I don't feel blue when I think of

getting the entire Division on my neck. It's not been long since I got mixed up in a scrape that has not entirely blown over. My predecessor failed to make our presence on the continent known through our medium, THE CONDUCTOR, and as a consequence won't show up to get roasted and is counted in with the non-attenders, which comprise about seventy per cent of our membership. But with all these drawbacks we have quite a nice Division, and we would not be afraid to make a comparison with any our size. Thanks to our few loyal standard bearers. There is some new material in our territory and the boys are after them. We expect to feed our goat on gunpowder and vinegar for the next few days in order to get his temper toned up for the new recruits.

The election of officers for the ensuing year passed off very quiet. There was some wire-pulling between Brothers P. B. Luke and M. Lossiter, they both being nominated for representative. When time came to vote they promised to vote for each other, but, 'pon my word, I don't believe they did anything of the kind, for I held a responsible position in that election and they both voted for self. We were very much interested in the last monthly circular from our G. C. C., which was very instructive as well as interesting. The proposition to split our insurance does not suit our fancy. But we will not commence to kick yet, as we are not well enough posted. I have read so much in THE CONDUCTOR about the farm, factory, and numerous other schemes for us conductors when we get to be a burden generally, just walking around to keep the undertaker out of a job, that I have gotten so mixed that I don't know what I do think best. When I read some apparently good scheme that some far sighted, thoughtful Brother had planned, I would stop, think over it and imagine myself getting ready to leave my old home and friends to go on the O. R. C. farm or to work at something I knew nothing about in the O. R. C. factory. In every case so far I have found none that suited me individually. No matter how humble the home and its surroundings may be there is nothing like it. I may be considered too choice, but I think I have plenty of company. I am unable to see far enough in such deep questions. At any rate I believe in patronizing home enterprise, that is, when you have to give the undertaker a job, let it be an old acquaintance, if possible.

I am pleased to be able to report that all the railroads in this section seem to be doing a good business, thereby making plenty of work for our Brothers. Yours truly does not happen to be in train or yard service, am pleased to say, but that does not in the least lessen the interest I take in the welfare of Brothers who are in the active service.

Portsmouth, Va.

W. J. L.



Editor Railway Conductor:

In my position as door keeper of the House of Representatives of the 6th legislature of the state of Wyoming I'm put in the same position as a lookout of a faro game in closely observing the law makers of Wyoming. They are 90 per cent American born, doing their business in a cool, level-headed manner, giving every citizen a square deal.

In observing the workings of legislative bodies, composed of all classes of citizens, it struck me why laboring men fail in introducing legislation. First, they are strung up with their importance like fiddle strings, ready to play at all street corners, and when they come to take their seats they want all eyes turned on them humbly acknowledging them kings of labor. What is the result? When their first bill is read by the chief clerk for the first time and referred to the committee it belongs, should the committee to which his bill was referred recommend against its passage, he wants to assemble every laboring man he can reach to proclaim his so-called wrongs, and abuse the committee in all kinds of languages. Now the other fellow, say a ranch man, will introduce all kinds of legislation, and if some bill he is particularly interested in gets knocked out by the committee, he laughs at the chairman. What is the result? The committee recommends it back with some lines stricken out; the result is it passes both houses and the governor signs it, and it becomes a law. If laboring men would do that way with law making bodies that have ambitions to serve the people as law makers, how much backbiting of innocent men would be saved. How many reform laws we could have on our statute books. It seems to me that laboring men should elect a legislative man and pay to have him attend legislative bodies; then elect him to serve as a law maker in state legislatures. It also seems to me that our Grand Division assembling at St. Paul should organize a legislative committee in every state in the union, composed of all classes of organized labor, and when their election time comes put these men in the field and see that they are elected; then when our law makers assemble they can have some reform laws put on our statute books, and these so-called reform political parties that bother the brains of our laboring men would be a thing of the past. At one election in Denver, Colorado, I counted seven reform laboring tickets on the official ballot. It looked to me that the laboring men of Denver were politically (?) crazy, and should have a guardian appointed to keep them out of trouble. I will say this much in behalf of organized labor on railroads in Wyoming: The 6th legislature of the state of Wyoming are one and all friends of organized labor.

J. DWYER.

Evanston, Wyo.



#### Editor Railway Conductor:

The last you heard from Division 123 was last summer. A long time ago, but better late than never.

Our Division is flourishing. The annual report of our Secretary, read at our last meeting in December, shows 131 members in good standing, with one out of employment. We have \$2,345 in treasury, and only \$2.00 due the Division from its members. I fear, though, that after the return of our "Georgia Special" from the Grand Division next May, our Division treasury will not be in such a healthy condition, as we propose to do more on our trip for the money than any other Division has ever undertaken. We expect to leave Macon on May 9, over Southern R'y., with train consisting of one baggage, one dinner and four P. P. C., going via Atlanta, Chattanooga, Cincinnati, Indianapo-

lis, Chicago, Milwaukee and Madison, arriving at St. Paul on the morning of opening of the Grand Division. At closing of Grand Division train will leave for Yellowstone National Park, where we have made arrangements to take the party through the park, viewing the most stupendous natural wonders of America. This trip alone is worth the cost of the entire trip. Leaving the park we go to Portland, San Francisco, Sacramento, Salt Lake City, thence to Glenwood Springs, where we will all have an opportunity to take a much needed bath in that wonderful hot spring. Proceeding, we go to Colorado Springs and Manitou Springs, Colorado's most famous resort, lies nestling at the foot of Pike's Peak (this is a side trip.) At Denver we expect to make arrangements to visit Silver Plume via Colorado So. R'y., over the famous loop—one of the world's greatest feats of civil engineering—thence to Omaha, Burlington, St. Louis, Nashville, Atlanta, then to "Home Sweet Home," dear old Macon. Stops will be made at points mentioned.

The price for this trip will be \$75.00 each, one to a berth. Children between the ages of 5 and 12 (two to a berth) \$37.50 each. This includes transportation, meals in diner and a berth during the entire trip. I hope all the Brothers within our territory or along our proposed route will give us a helping hand in any way possible. Any desiring to go with us will please make their money order payable to Brother A. N. Kendrick, room 1 Napier Bldg., Macon, Ga.

HOMER DICKINSON.

Macon, Ga.



#### Editor Railway Conductor:

Division 42 is not setting the world on fire, but each member is quietly striving to assist the other, and in that way have put our treasury in a very prosperous condition, and is very gratifying to all, and especially our retiring officers. Great credit is due them. Our new elected officers for 1901 are the best money can procure. They are: T. S. Payne, C. C.; J. J. Hanington, A. C. C.; S. P. Combs, S. and T.; H. Ginn, S. C.; W. Maranda, J. C.; W. C. Bell, I. S.; Geo. Steward, O. S.; C. G. Stevenson, T. D. Brassfield, Ed Wright, Committee; J. R. Morris, Delegate; H. Ginn, Alternate; E. A. Stone, Legislative Representative; R. B. Trumbull, G. M. Burrett, L. D. Brassfield, Trustees.

Everything is lovely on 7th and 8th districts of the C., R. I. & P., and we are enjoying a very nice business. We have five B., C. R. & N. engines. Some of the boys call them battle ships, but their true name is a Hog. We do not handle trains on tonnage basis, but by miles, or, two miles of cars 1,000 tons is their rating. A jump from 650 tons to 1,000 tons is not much when you are accustomed to it! With order boards displayed at both ends of your train, footwear has advanced in price. Our locals on 8th district are handled by Brothers L. Anderson and D. L. Nagle. Last but not least, second 11 and second 12, known as the free package delivery, on 7th district, are handled by Brothers R. E. Christy and Dennie Hanington, the warmest baby in the bunch. Any Brothers, if real good, may read my new \$15.00 book, entitled "C., R. I. & P. System and Representatives and Employees," published by the Biographical Publishing Co., 1011 Masonic Temple, Chicago, Ill. Brothers, just sign

your name when they call on you; they will do the rest. Now laugh, you who have no book.

January CONDUCTOR at hand and is always a welcome visitor at our home, and read by every member of our family. Let the good work go on! What has become of Brother Ingram and his insurance tables? Brothers, figures won't lie. Let us hear from you, Brother Ingram. Hoping to see an increased attendance of members at large, also in Division 42.

NEVER CLEAR.

Trenton, Mo.



#### Editor Railway Conductor:

I am somewhat proud that I should be ranked with such able writers as Brother Burdick, of Roadhouse, mentions on page 43 of THE CONDUCTOR. I only wish that I could say something that would really be of benefit to the Order. Here I have been writing for the past three years, advocating that the Order of Railway Conductors do something to help their Brothers or members of a Brother's family, who are in need of assistance, asking the Brothers to do only what they have all taken an obligation to do, and yet all that has been accomplished is, that I receive the jeers and cuffs of the majority of the writers in THE CONDUCTOR. Some say that we should drop the home question forever, as the scheme or vision of a disordered brain. Let the old conductor alone, and he will take care of himself. I know a good Brother right here in Toledo that said in open Division that he had all that he could attend to to run his train, without trying to start a shoe factory or buy a farm; that he did not need the farm or home yet, and hoped that he never would. Well, I hope, too, he never will, but he may be the very one that might accept employment in the shoe factory first. I don't like to hear a Brother say, "I have a good job, and I don't care what you old fellows do." Tell me, will you, how this only-for-himself conductor got his good job? If it had not been for the old conductor he would not have had one-half as good a job. So he has all he can do to run his own train, draw his own salary and spend his own money, has he? I claim that he is in debt and owes the old conductor quite a sum, and that it is his duty to pay at least part of that debt, and not get up in a Division room and say I am always willing to do anything I can for the Order or anything that will better the condition of any Brother, that is in actual service, not one who is out of employment, or of helping to do something that will increase my own wages. But when it comes to spending any of my money to build factories or buy farms, why, I don't believe in it, and I don't want the Order to take any part of any fund they may have to use for any such purpose, either, because we conductors that are in employment may want it ourselves sometime. We may have a strike sometime and will want that money, and you fellows that have no train to run must do without. You fellows are out of a job and you might as well get out of the Order. Now, is not this Brother who talks that way a nice golden rule Brother? We have them in every Division. Shame! I say. Why don't you practice a little out of the Division room that you preach in it? Brother Johnson, of Tacoma, mentions this shoe factory, and says that con-

ductors could not go into a factory and earn a day's pay, as they have no knowledge of its business, etc. Now, Brother Johnson, let me explain a little. Any shoe factory in this country pays wages to their employees. They have skilled workmen who are paid good wages, and they sell their product wholesale; and after paying the aforesaid wages, taxes, insurance, etc., they still make a profit on their goods. Now tell me, if the railway men had a factory, and our manager wanted experienced employes to start with, don't you think he could find them in the east that would come into our factory and take charge of the business? And don't you suppose that one of our conductors could learn the business under his instructions? Don't you think, Brother Johnson, that if you were to enter this factory, and you was to learn to cut stock, and a competent man was to instruct you, that inside of three months you would be competent to do that work without an instructor? Sure you would. And inside of ten days, too. Suppose instead of going into the shop you went on the road selling these goods. Don't you think you could place a few orders? Would not the average conductor make a good traveling salesman? Of course he would. I have got all the confidence in the world in the conductor if he only has the chance. Again, you ask if anyone believes that old conductors and their friends would at once transfer their patronage to an institution of this kind, knowing if they did so that they would not only get just as good an article, and in every way satisfactory, but that they would be helping to support their Brothers. Why wouldn't they? Why wouldn't every Brother urge their friends to buy that shoe? Ask yourself, Brother Johnson, would you buy that shoe? If you would, then believe that every other Brother would do so.

I notice that our Brother "Chicago" has a home on his shoulders, too. Well, my Division donates \$12.00 each year to that institution. Highland Park Home is supported almost entirely on charity. Two years ago, in the columns of THE CONDUCTOR, writers were jumping on me about the farm. They did not want a home into which they could not take their good, old wives. They would not leave their life companions to the county poor house, while they went to the home. No! They would both go together whatever happened. Now Brother "Chicago," will you kindly answer one question—does the Highland Park Home admit the wives, widows and orphans of railway men, or do they have to go to the county poor house? Let me ask you this. I know of an O. R. C. man here in Toledo that has been gradually reduced from the position of conductor down the line, until now he is entirely out. There is only himself and wife, each of them about sixty years of age. Suppose the Brother makes application and is received in the Highland Park Home, what do you do with the wife? What do you do for her? Can she come too, or must the husband and wife be separated, and the Brother be supported by his Division in the home and the Sister somewhere else? I ask Brother "Chicago," or I will ask Sister Watson or Father Coffin to explain the workings of their home. If the Highland Park Home is the kind of a home that is desired, then let us do something at St. Paul and put that institution on its feet and

support it with a will, but if it is not, then let us have one that is what we want.

I have just read Brother H. W. G.'s letter in the January number, and I am favorably impressed with his ideas, and also with the suggestion of Brother Little's, that the Grand Sessions should be held in the city of the headquarters of the Order, and in their own hall. That brings to mind the fact that the question of permanent location of the headquarters of the Order will come up at St. Paul for final action. So get ready, all you cities that want to donate. Come to St. Paul with your cash and your snare and see if you can catch the prize.

Since writing the above I have again visited Toledo Division No. 26, and beg to report a good attendance and the successful promotion of J. P. Taylor to "regular conductor." Toledo Division is in a prosperous condition, and usually have a goodly number present at our meetings, but more should attend. We only ask our members to put in an appearance twice each month, (second and fourth Sundays, unless duly notified of a special meeting,) and it does seem to me that all members should endeavor to comply with such an easy request. Just try it boys, for the balance of this century, at least, and after the expiration of that time you might let the younger members have a chance.

Something of a surprise was sprung on the members of our Division just after closing. It was this way: Brother A. B. Jones, who is a member of the local grievance committee, of L. S. & M. S. R'y., of this Division, and a Brother who is always ready to do anything and everything he can for the O. R. C. or an O. R. C. man, very quietly passed the cigars to those present, [Al usually does things in a quiet way, anyhow—Ed.] saying that they were all good fellows, and he thought they were entitled to smoke. The cigars were accepted readily enough, but we were nonplussed to find a cause. It finally leaked out that Brother Jones had been quietly wedded last Wednesday, and that there was now a Mrs. Jones. The sentiment of congratulation for Brother A. B. and sympathy for Mrs. J. was extended with much fervor, and the cries of "What Happened to Jones" were heard on all sides. Sympathy was also expressed for Brother H. C. Hatcher, who is the only surviving bachelor in our Division. Hopes are now entertained, however, that there may be trouble even for him. If any of the fair sex are looking for somebody to support we can most cheerfully recommend our bachelor Brother. I can say for myself that I have often seen him when he was perfectly sober, and I believe there are others that will say as much. He is all right, well broke and can ride a wheel.

Toledo, O.

B. F. OSBORN.



Editor Railway Conductor:

I suppose it is natural for us poor wanderers in a foreign land to read with deeper interest than those blessed with the privilege of being surrounded by loved ones at home, anything pointing to the betterment of our class. From time to time we see in THE CONDUCTOR propositions to use the surplus in our treasury to build a home for old conductors. Now, look at this in a conserva-

tive and unbiased way and see what would be the result. I take it that the idea of all true men is to help the worthy in preference to the unworthy. Now, the worthy and needy old conductors are in nearly every case men who have families and have expended their earnings from month to month supporting and educating them, and possibly before they have completed their meritorious work of life they have been thrown out of work as conductor by some change on the system where they have spent the best years of their lives, and they find that years have crept on them and they are barred by age limit, or they have some little physical defect, such as a slight near-sightedness in one eye, whilst they can see as well as anyone looking ordinarily with both eyes, as one always does; or they are slightly ruptured, and have been for years, but it has never interfered with their work, and have never had an accident that was in any way attributable to any of these small ills to which such a large portion of humanity are liable. Some little accident or personal dislike of some new petty official has thrown them out on the system where they have spent the best years of their lives, and they find themselves confronted with the necessity of hunting employment elsewhere. Then they find themselves confronted with the age limit and physical examination fiends and seniority ruling, and soon they find themselves reduced from good, self-supporting citizens to one of an army of tramps looking for work to make a little money to send home to feed loved ones. Would a home help such men? Could they take their dear wives and children to such an asylum? Men with no incumbrance need no such help as a home. If they eschew dens of vice and whisky shops they can easily provide for old age. It is the worthy we should look out for. Now, for the trouble and the remedy. One of our great troubles, in addition to age limit, physical examination and seniority, is the increased capacity of rolling stock and motive power and double-headers. The latter two making it unnecessary, as most general managers erroneously think, to employ more than half the conductors and trainmen. Now, for the remedy, and I wish all my Brothers to think well of what I propose: Instead of thinking of a home that would really be available to but a few (greatest good to greatest number), appropriate a sum sufficient to maintain a standing committee of good, able and earnest men, whom no one can help respecting and listening to, and who are sufficiently enthused with their work to make them indefatigable; empower or intrust this committee to wait on or obtain audiences with the presidents of these large corporations, or with the general managers, where such men are not narrow minded and entirely wrapped up in themselves. First doing away with the age limit, and next the physical examination, letting a man's ordinary stamina and average eyesight and age not making him decrepit good enough to insure him a chance to continue in the vocation in which he has passed the best years of his life. The double-header system throws out many. Now, where double the number of cars are put in a train the responsibility and risk are doubled, and why would it not pay any company, both in saving of time and preventing collisions, to put a double crew on? One

conductor to be on the engine and one on the rear end, and at least one extra brakeman, and where double-headers are run and traffic heavy there would then always be an experienced and responsible man ahead to look out for orders and one behind to look after the cars and protection of his train. What would the small additional amount of pay amount to, if by doing this a company saved a few wrecks and a few hours' delay, and most of all, a few human lives, and in addition, got the respect and hearty co-operation of their conductors. I believe this can be accomplished if the right men are put on such a committee, and we have able men and eloquent men and honest men and earnest men. Get them and pay them well. In addition, all wealthy men are not soulless. There are many grand and noble men among them who are at heart philanthropic, but in the rush and hurry of life—this competitive life—they do not stop to think and ask themselves, "Am I my brother's keeper?" What am I doing to alleviate the sufferings of my less fortunate Brother man? But nevertheless, my Brother, there are many grand men at the top who can be approached and who will heed, and who have only forgotten that there is no pocket in a shroud, and that only a man's good work lives after him. Approach such of God's noblemen and the narrow-minded and unapproachable will fall in and follow as sycophants always do. This is a crude outline of what I wish to present to my thinking Brothers, and the next meeting of the Grand Division should develop something. Hoping that some good may come of it.

MEXICAN CASTAWAY.

Jimulco, Mex.



Editor Railway Conductor:

Division 352 is a little late in relating annual election, but still in the ring, and sends compliments of the new century and the merry season to you and all other Brothers dispersed throughout the land.

December 23 we held our annual election of officers, and the following were the choice: A. A. Belbeck, C. C.; Ely Law, A. C. C. (get there, Ely, we all feel proud to greet you, we know that Ely always has a jovial side); W. E. Risteen (known as the old stand-by, as he has faithfully performed the duties of that office since the birth of our Division, and for proof of his worth to the Order we have chosen him to represent us in the next Grand Division), S. and T.; Harry Johnson (commonly known as our "Nimrod"), S. C.; Wm. Campbell (who never fails in the strict performance of his duties), J. C. Our inner door will be in charge of our long friend, A. Hargrave, who we all know we can trust to the end of the chapter; T. H. Crowe (who we all know we can trust, and why not, Homer?), O. S.; W. E. Risteen, A. D. McMurphy and A. A. Belbeck (who we believe will discharge the duties of their office on the proper lines), Division Com. Our worthy Brother, A. Shaw, who is one of our Past Chief Conductors and general chairman of the C. R. R. system, was elected alternate delegate.

Something by Jose Gros in the December CONDUCTOR rather surprised me as well as others on Canada's soil. I was not aware that our official organ was to be used as a medium for pro-Boers

(or others with their sentiments) to tell us their troubles. Such people should bear in mind that there are a great many true-born British subjects and loyal lovers of the Union Jack who are readers of THE CONDUCTOR, and I think should have some say as to whether such matter should be inserted in its pages. He evidently forgets that we Anglo-Saxons should be one.

SCRIBE.

Rat Portage, Ontario.



Editor Railway Conductor:

I guess the troubles of Division 386 are similar to those of other small Divisions. Some conductors like to sleep late Sunday morning; some conductors like to play pinochle; some conductors like to forget the meeting days; a few conductors like to attend meetings regularly. The report is current that the Mobile & Ohio is soon to pass into the hands of the Southern, and the alarmist is working overtime. Some of the boys seem a little doubtful as to where they are at, but I think it is an easy proposition. We know the Southern must have conductors to run their trains, and it stands us in hand to show them that we are the best men they can get. The only way to do this is to give them good, practical, conscientious service. Stop talking: That will get you nothing. We must show them that we can run anybody's trains, and that they have the best set of conductors on earth to begin with. (That's no dream.) Wonder if the engineers have taken a tumble to the meaning of all this combination among the railroads of the country? They may, later on. Brother Charles Shearin is back from a visit to home folks in Tennessee, and seems just as happy as when he was running with "Straightedge."

C. M. R.

Murphysboro, Ill.



Editor Railway Conductor:

I have just finished reading THE CONDUCTOR for January, and I am sure you deserve great credit for this issue, as it is certainly quite interesting and attractive. There are many interesting letters, and I see Knoxville is represented twice. Much has been written, printed and possibly read in regard to the seniority question. It seems to me that a strict seniority has fewer disadvantages than many of the Brothers seem to think. While I agree that there are some bad features in seniority, there are also some strong disadvantages where no seniority is used. It is a well known fact that if seniority was not used, that favoritism would be at least in some places and instances. Suppose any competent conductor should have a younger conductor than he placed in a better position or on a more paying run because the younger one chanced to "stand in" best of the two. Don't you think the older man would think he had been done an injustice? Still he would have no grievance, for "qualifications" can be warped to fit any case. If seniority should be entirely done away with, what assurance have we that after years of faithful service, some student, whom perhaps we have trained ourselves, will not step to the front and reach at a single stride what we have toiled years in vain for? Favorites, whether qualified or not, would hold full sway, and while not claiming to be a rabid seniority advocate, I think of two evils it is the least.



We are having a very pleasant winter in our Southland. No snow and very little cold weather. Work is heavy on this Division now, and all crews are running as much as they care to. Some extensive improvements are being made on this Division in the way of reducing grades, new bridges, etc., especially on the east end, where New Market, Morristown and Newport grades are being greatly reduced. It will take considerable time to finish this grading, but will be a great improvement when finished.

Division 139 is still doing business, and the meetings are well attended. The boys are taking a great deal of interest in the Division. In a trial of some new engines here recently the victory was accorded to a Richmond simple engine over a Pittsburgh simple and a Richmond compound, although all three engines did excellent work. "Hot Tamales," let us hear from you again, and also "Loyal Devoir," for I think we will be benefited by such letters. A. W. BONHAM.

Knoxville, Tenn.

Editor Railway Conductor:

Division 251's electric headlight is glimmering down the line. We have had the pleasure of a visit from A. J. Corbitt, Grand Junior Conductor, and he opened the meeting with a ritual, as the S. and T., Brother Culver, was absent and had the keys. Brother Corbitt gave us good information, instruction, and a good talk "for the good of the Order." He cheered us up and left with better impressions of our city and Brothers. Brother McMurrell, chairman of the general grievance committee from Tyler, Texas, was with us on the 1st of January, and made a long, manly talk for our Order, and Division 251 in particular. Brother McMurrell had the misfortune to sprain or break a bone in his foot in stepping from his passenger train, which will leave him a cripple for life. We intend to give him the position of General Chairman of the Board of Arbitration for the entire Cotton Belt system, at a good salary. Brother McMurrell, with Brother W. H. Richardson, met some of the general officers of the Order, and of the Cotton Belt railways, in St. Louis last month, to settle Brother Holmes' case by arbitration. General Superintendent Britton chose General Manager Harding, who refused to serve on account of his position, but chose in his stead the Hon. Dan G. Taylor, of St. Louis, a man of marked ability, honor and integrity, with a decided leaning toward our Order. Mr. Sargent, of the Firemen's Order, assisted Hon. Taylor, and after the smoke of battle cleared Brother Holmes was reinstated, with full pay since his enforced idleness—a great victory for the O. R. C. I am under the impression that by the middle of this present century we may have an O. R. C. United States President, with a big sprinkling of O. R. C. men in the House and Senate of the United States. Come on, boys! All down the golden pathway of life. J. W. MERRIAM.

Pine Bluff, Ark.

Editor Railway Conductor:

Notice—All members of the O. R. C. are hereby notified to beware of The Biographical Publishing Co., 1011 Masonic Temple, Chicago, Ill. Last summer they had a smooth-talking representative

traveling from town to town looking for all the conductors and engineers, getting their names and calling at their homes. He said that The Biographical Publishing Co. were preparing to print a book about the conductors and engineers working on the Chicago, Rock Island & Pacific at the present time. He asked the boys to tell him all about their railroad experience. After which he asked their consent to publish same in form of a biographical history. Having received this, he asked if the book suited them if they will buy one?

In course of time notice was received by the men that "The Chicago, Rock Island & Pacific Railway System and Representative Employees, would be delivered to you on or about Jan. 25; and to be prepared to pay fifteen (\$15.00) dollars for same." Many did not even receive a notice, but they all got a book. Their agent had a printed agreement, signed by all the men, to take the book for \$15.00. Where he got their signatures we can't say. Some of the ladies tried to keep the agent out of the house by holding the door, but he pushed both door and woman in and left the book, saying: "We don't care whether you pay for the book or not, as the company has a way of collecting their money." This book is worth about four dollars.

Goodland, Kas.

E. J. DENNEY.

Editor Railway Conductor:

Elections are responsible for some things that we would not have otherwise, and if I exhaust my audience charge the affliction to the election, for I was elected correspondent. Division 204 held their annual election on Dec. 23. Chairs were taken from the platform to accommodate the last arrivals. Our worthy Chief, F. J. Fitch, was re-elected C. C. Yours respectfully was elected A. C. C.; our old standby, J. G. Ashbridge, re-elected S. and T.; G. F. Lockerman, J. C.; John Anderman, S. C.; John Thompson, I. S.; A. Krauser, O. S.; F. J. Fitch will also tell the Grand Division who laid the rails from Philadelphia to Jersey City, unless good reason prevents, in which case Brother Haversitt will be first out on the board.

I would like to call the attention of the Brothers to the necessity of giving our total disability laws a wider scope, so as to include paralysis and defective eyesight. Many Brother incapacitated from performing the duties of a conductor, caused by being afflicted by one or more of the above named maladies and suffering from the loss of his position thereby, should be considered totally disabled and classified the same as hand off above or at the wrist, or foot at or above the ankle, as the law is at present.

The Brothers who appealed to the last Grand Division at Detroit, could not get their insurance because the law did not cover their cases. They were in a far more helpless condition than those who have suffered the loss of foot or hand, as the law now stands. The spirit of fraternity is entirely eliminated, and the mandatory clause in our obligation, whereby we will do "everything in our power to aid and assist a deserving Brother as long as he is in need and we find him worthy," is almost entirely ignored. No doubt Brother Clark will make suitable recommendation to cover this deficiency. It is worthy of his earnest attention.

I must thank Brother Sheppard, of 170, for his help, as I think he is one of the best the Order can boast of. I also must thank the Brothers of Division 182 for their grand setout, as some of the boys have not stopped talking about it yet. Brothers, we may have one some of these days. Just a little more about the P. & R. I want to say that it is surprising to see how much more confidence the men of the Reading Railway have in each other, and how much easier the work is done since Mr. Besler and Mr. W. A. Garrett have charge of it. I hope the boys one and all will do all possible to help these men along, as I think they are the right men in the right place. I will close with wishing all a prosperous and happy New Year.

Philadelphia, Pa.

NIGHT BUCK.

#### Editor Railway Conductor:

Division 201 held their annual election on Sunday, Dec. 23, which was a very enjoyable affair and a pleasant meeting. The greatest interest manifested at this meeting was the election of a delegate for the Grand Division, which honors fell to our very worthy Brother E. Reese, which was well merited. Having served one term as Chief Conductor and on various other important commissions, all of which were fulfilled to the entire satisfaction of Division 201, it is always a source of gratification to the members of 201 to have Brother Reese serve on committees. Especially is this true of the adjustment committee, for his tact and indefatigableness has won the esteem of all. So look out for him at St. Paul, as he will be well loaded with good logic. Yours truly was elected for a second term as correspondent, which brings me much joy, for had I been defeated I would have been a ruined man, and am safe in saying that I owe it all to the instrumentality of Brother Cain. He saw to it as well as he does, that you have the usual 80 and 90 empties out of Rankin and Bessemer.

Pittsburg will be a strong competitor for the Grand Division in 1903, for this section is anxious for a session of that august body. The visitor coming to Pittsburg will at once be awe stricken with sights that no other city in the world can produce. The iron center of the world, the largest and best equipped plants for the production of iron and steel of every description, from a carpet tack to the armor plate of war vessels; the home of Westinghouse Air Brake Works, Pittsburg Locomotive Works, the western penitentiary, the Carnegie Free Library and Museum, the largest pickling and preserving establishments in the country, the largest steam engine in the world, (only seven miles from Homestead, a household word in every working man's home,) are all places that the visitor will be well prepaid for. Good railroad facilities, best of hotel and hall accommodations, so come to Pittsburg in 1903, and we will show you something else besides smoke.

As federation is not now possible, we are thrown upon our own resources as an order to adjust our grievances with our employer, and even though we do co-operate with the B. R. T., it is not always a guarantee for the proper adjustment of all complaints, and still leaves us to the mercy of the employer, who may and may not arbitrate the question in dispute; but had we a labor department

regulated by law and have a secretary of labor in the president's cabinet it would forever put an end to strikes, and would be a decided improvement upon the present plan, and it is earnestly hoped that at the next Grand Division that some action will be taken and implore upon congress to create a new cabinet officer, and that official to be a laboring man, and not a parlor farmer or a retired capitalist.

EDWARD FUNK.

McKees Rocks, Pa.

#### Editor Railway Conductor:

THE CONDUCTOR has been coming to my home bearing on its pages scribes of joy, of sorrow, prognostic, progression, humane and also humorous reading; all of which I have read, and tried to rejoice with them that do rejoice, sympathize with them that sorrow, and have tried to foretell from symptoms of past what a nice, big fellow that progressive Mr. O. R. C. will be, from the G. C. C. down to the last man that steps into the O. R. C. But with all that, I have never seen anything in THE CONDUCTOR about Division 158. Now, Mr. Editor, if you will kindly allow me to sound my fiddle through the press, I will try to briefly tell these Divisions from 1 to 409 a little about the 158.

We are scattered to the three corners of the earth, and we have our eye on the fourth. We are not very many, when all told. We count 37. We have on the H. & B. T. railroad nine very good boys. They are located at Saxton, 25 miles from the main line of the P. railroad. We have thirteen more good boys on the P. & E. We have some good and well attending boys, some who would show their smiling face at every meeting, but they are in the rush of business on the road, so their faces are hid from us except when we meet on the road. Now you have the station order of Division 158. Division 158 may be least, not last. There is still enough zeal, interest and enthusiasm to fire up any man's heart, provided that his heart is not frozen into an iceberg. I must, and am sorry to say, that there are times that we have not enough to fill the chairs. This is a disappointment, but when the boys are out on the road or have just come in, they must have some rest. But Division 158 has a L. A. M. You would be surprised to see the interest that our lam has inculcated in Division 158, and I promise you this, that when the time for the Division room to open for business, regular or special meetings, he is there. We are going to send him up to St. Paul, and I want to ask you to see that he gets enough to eat and a bundle of straw to sleep on.

Huntingdon, Pa.

H. W. FIDDLE.

#### Editor Railway Conductor:

There hasn't been many changes on the Norfolk & Western recently except in the size of the engines and length of the trains, which, I think, have about reached the climax. Am glad to say that the defective couplers in the fifty-ton coal cars, which have been giving so much trouble and causing so many sore heads, have all been removed and better couplers put in their places. Brother Davis was so unfortunate as to lose his position in December last. Brother Thompson, who last September had his foot crushed in a rear

collision, is, we are glad to know, improving rapidly, and will soon be with the boys again on his run.

The following officers were elected for 1901: J. F. Drish, C. C.; J. E. Powers, A. C. C.; W. L. Davis, S. and T.; C. S. Taylor, J. C.; N. P. Ligon, S. C.; J. F. Carroll, I. S.; W. G. Chatham, O. S.; Division Com., J. W. Robinson, J. P. Murray and R. C. Watkins; A. M. Beard, to fill vacancy in Local Com.; R. L. Branscome, Delegate; O. H. Gish, Alternate; W. M. Farrar, Legislative Com.; W. W. Wooling, Correspondent.

We are trying to get a system federation, and think it would be beneficial to all the different railroad organizations. Everyone, so far, seems to be in favor of such a plan. We were paid a very pleasant visit by Brother Corbitt, Grand Junior Conductor, on February 5. He discussed railroading generally, and particularly the O. R. C., which he said was in a very prosperous condition. All the Brothers present were highly entertained by Brother Corbitt, who told us many things of interest and encouragement. Come again soon, Brother Corbitt, or any other Brother, and you may rest assured that the doors of 210 will not be slightly ajar, but wide open. Brother Branscome, who goes as the delegate to the Grand Division this year, is one of our most popular ticket punchers on the Radford division, and has a kind word and pleasant smile for everyone, and is strictly business from the word go. Brother Drish, our newly-elected Chief, has held this honorable position in the Division before, and is an O. R. C. man in every sense of the term. He has one of the fast-time freight runs on the Norfolk division, between Roanoke and Crewe. Brother Murray resigned as chairman of the local committee, to the regret of many of the Brothers, as he was the right man in the right place. Brother Drish was elected to this office, and we have no fears about him filling the place with credit. I could say a good word for every member of 210. With kindest feeling and best wishes for the Order. "JEFF."

Roanoke, Va.



#### Editor Railway Conductor:

Passing from the old to the new year, and from the old to the new century, marks an event in our lives. The end of each year calls for reflection; causes us to look back over the preceding twelve months and see wherein we have failed to keep good the resolves made. The end of the century should cause us to stop to consider what we have accomplished for the good of ourselves, our friends and our Order, and pick out the errors, that we may make no repetition during the coming years. During the century now past was established our noble Order, the greatest and grandest organization ever born in the fertile brain of man for the mutual aid and protection of any specific class of men who earn their living by honest toil. Let us each start out on this new year and new century with the firm purpose of doing an individual act for the betterment of our Division and of our Order, if it is no more than to attend Division meetings as often as opportunity allows. This will encourage the officers, and will give you, who seldom go, opportunity to know what is being done in your respective Divisions, and then there will

be no room for the often repeated criticism of how your business is being handled by the men who have the interest of the Division at heart enough to attend meetings and see to it that the operation of the Division is carried on as it should be.

On December 16th Division 105 held their regular election, with the following results: A. J. Teter, C. C.; L. E. Evans, A. C. C.; G. A. Lloyd, S. C.; Frank Hull, Sec. and Treas.; T. A. Gillespie, J. C.; R. L. Munlyn, I. S.; H. Thornton, O. S.; J. B. Ramsey, L. E. Evans and G. A. Lloyd, as Trustees and Division Committee; A. J. Teter, Delegate to Grand Division; G. A. Lloyd, Alternate; Delegate. Our installation took place on January 6th, with Brother D. B. Griffin as installing officer and Brother Rutland as marshal.

Brothers Griffin and Rutland are our retiring Chief and Secretary. Both have been in the harness for years, and are two of our reliable and faithful members, who can always be counted on when the good of the Order or of our Division is under discussion. Our Division starts out on the new year with every promise of a continued success. We meet every Sunday, and by so doing give our membership more opportunities to attend meetings, and our experience so far has been that the once a week idea is a good one, as the oftener we meet the more interested we become, and any body of men who are interested enough to come are sure to make a success of their meetings, and we extend every member of the Order a cordial invitation to attend our Division meetings.

The coming of the Grand Division brings up important subjects that should be thoroughly discussed through THE CONDUCTOR, so that we may have the sentiment of as many of the membership as possible, and then can arrive at what is the greatest good for the greatest number. More anon.

A. J. TETER.

Meridian, Miss.



#### Editor Railway Conductor:

I have just been elected to the honored and lucrative office of Division Correspondent. We had an election of officers on December 16th, to do what is right for Division 324. Our C. C., Brother R. H. McCullough, the man of our choice, is a Brother to be admired by all. He will always be happy to welcome any Brother who may come to our Division. Below is a list of our officers: W. T. Wolford, A. C. C.; S. E. Croy, S. C.; E. W. Francisco, J. C.; J. R. Johnson, I. S.; C. E. Lowder, O. S.; Ben Crumpler, S. and T.; E. T. Spencer, Division Correspondent; C. Hick, R. H. McCullough, C. H. Dunkum, Financial Committee; Ben Crumpler is to represent our Division at St. Paul in May; F. M. Reynolds, Alternate; C. Hick, Legislature Representative.

We are still taking the boys in. Our new members seem to attend the Division better than some of our older ones. Boys, what is the matter that your chairs are vacant so often? Come and let's fill our Division room every meeting. There have been several changes among our conductors. Brother Godfrey has given up his kid glove run on the C. V. for a night passenger run on the Poca division, and Brother J. S. Wall has taken the kid

glove run. Brother Witt has the Bluestone run. Brother E. T. Spencer has the F. F. V., between Tidewater and Bluefield. Brother Reynolds had his left arm badly broken about two weeks ago, and is suffering considerably. We hope he will pull through all right. E. T. SPENCER.

Bluefield, W. Va.



#### Editor Railway Conductor:

Division 166 and its members are progressing very nicely, with a goodly number of applications and initiations. Considering the field we have to work from, which is a wide one, it is very evident that we will enjoy a large increase in membership in the near future, as many young runners are ageing rapidly and have personal knowledge that many will be with us soon. We also have had a number of dismissed members reinstated, and everything points to a very prosperous year.

Brother Dan McGuire is still heading cars on the "Breezy" division between Chicago Junction and Sandusky. Bro. Henley, the enterprising agent for Railway Officials Insurance Company, is now visiting friends in Marshall, Mich. We miss him very much, as his vocabulary is not limited and you can always have a good time when Brother H. is in town. I once heard of a Scotch farmer having two wind-mills erected on his farm, and upon a test trial, the day being calm, there was not enough wind to operate them. He immediately ordered one taken down, declaring there was not enough wind to operate two. I do not wish to insinuate anything, but perhaps Brother George McGuire could suggest something to help our Scotch farmer out of his dilemma. As I said before, Brother Henley is away, but he may blow in any old time.

Brother S. Summers has been promoted and is now general yardmaster at Shawnee. We are glad to hear of Brother S's good luck. In conclusion will say, would like to hear more from our energetic correspondent. NIBBS.

Newark, O.



#### Editor Railway Conductor:

Division 392 held installation meeting on February 3, and the following officers were installed:

P. J. Chase, C. C.; H. M. Mathews, A. C. C.; J. A. Corcoran, S. and T.; C. W. Norton, S. C.; George W. Simpson, J. C.; Henry Thompkins, I. C.; Charles Lemon, O. C. Visiting members, C. A. Vahy, of Division 260, acted as I. O., and Brother A. Lamb, of Division 83, acted as Grand Marshal, and will say for the visiting members that they are well informed and are a credit to the Order.

We extend a cordial invitation to all Divisions who can send out such members, to send them along. One feature which was a little out of the usual, was a surprise to all, and one which we hope may often be our lot to share, was that enacted by the wives of the members. Just about closing time, when we had finished all our business, there came an alarm at the door, and, upon inquiring into the cause, we were informed that we were requested to assemble in the banquet hall to meet Brother Maxwell, and many of us believed we were going to meet one of our Grand officers, when lo, and behold, instead, we came face to face with a surprise prepared by the wives of the Brothers,

and it is useless for me to say that we enjoyed the surprise. Any one who knows anything of the hungry railway conductors, know how they would appreciate coming in contact with a well supplied table with all the delicacies of the season. We extend our thanks to the ladies and hope to be surprised in the near future again. Division 392 is getting along nicely. We have initiated several members recently, with several more applications to act upon. Sorry to chronicle the fact of the illness of Brothers Miller and Simpson, but am happy to say that they are improving as well as could be expected. I called upon the Brothers today and find them cheerful and bright. There is nothing that gives a sick or disabled Brother greater satisfaction than to have the members of his Division call upon him. You may give aid and assistance of the use of your money, but that does not give the gratification that your presence gives to those who are sick and in need of society, and my earnest request to all deserving Brothers is to call upon these disabled ones when it is possible for you to do so. It cheers them up in life and helps to remove the gloom that shadows over them. We know not when it may be our lot to be cast in the same condition. MARTIN L. CARTER.

San Bernardino, Calif.



#### Editor Railway Conductor:

It having been insisted upon that I, as the new correspondent, should make a showing, I have made up my mind to do my best toward that end. Will state for the benefit of the faithful that 206 is still in a prosperous condition. Am glad to note quite an increase in the attendance of our smart and up-to-date Division, still we are troubled(?) with those that never make their appearance. It has been suggested that the names of the non-attendants be published, and it is probable that such course will be resorted to in the event that they do not appear at next meeting. Following other Divisions, 206 has elected to some of the most important offices young members. In doing so, all concerned expect good, clean work for the ensuing year. Our corps of officials are of good material and there is every reason to believe that they will acquit themselves creditably. We are fortunate in having strangers visit us. Hardly a meeting but some Brother from other Divisions graces our sanctum with their presence. We are glad to have you, Brothers. Come often is our wish. We will at all times use an effort to make your visit a pleasant one.

The question of the old conductor seems a puzzle. Who can solve it? What disposition is to be made of him? These questions will have to be acted upon before long. It is my opinion that the farm will never do. The home may be all right for those who have no family. If suggestions are in order, I trust that the one I now make will not go amiss: If a conductor becomes incapacitated and is carrying \$2,000 insurance, why not arrange to pay him a certain per cent of same quarterly, or semi-annually? Pay him at the rate of \$250.00 each year. Such payments would not use the \$2,000 for eight years. After the first payment the balance could be invested in something good and safe and earn interest enough to prolong the payments one or more years. In the meantime dis-

continue the extra assessments that we are now paying and apply same to a reserve fund for the "Old Conductor." Make the fund one that will in a sense be self-sustaining. Cannot this be done?

I read with interest the suggestions offered by the different correspondents, but as yet have seen nothing offered on the order of the above. The question is a serious one, and the Brother that masters it should go down in history of the O. R. C. He who finds the proper solution will indeed be the most fortunate and envied of all Brothers. Another question that needs the serious consideration of all the Brothers is that of State Legislation. Day after day laws are being enacted that are detrimental to the conductors and other men in train service, but it is seldom that one reads of a protest being made, except in cases where the company for whom you are at work is involved. It is right and natural to protect, if in your power, the interests of your employer. It is also necessary to protect your own interest and the interest of the organization of which you are a member. This can best be done by state legislation. If it becomes necessary, cast party politics and affiliations to the winds and support only those whom you have reason to believe will assist in doing something at the next meeting of law-makers for the good of the organization of which you are a member. If the order is assisted it means that you, as a member and an individual, will be benefited. How many of our Brothers have given this question a serious thought? With more than eighty thousand train men in the state of Illinois, all of whom are qualified voters, what party would dare ignore any reasonable request or demand that may be made upon them for legislative work that would prove beneficial to our Order. Nothing can be gained if an effort is not made. Note the number of offices that so many conductors are now holding and filling creditably. A few years since one would almost laugh in your face if the name of a railroad man was suggested for an office of trust, but time brings forth many changes, and today it is but little trouble to pick out a conductor that is filling some important office with great satisfaction. Conductors, as a rule, are poor farmers, but from past accounts make good officeholders. Why should it not be so? Are they not men of wide experience? Do they not come in contact with more different classes than almost any other man? They gain experience in this way that fits them for society, and one that is capable of doing society is certainly good material for public office. No doubt you will consider me rather long-winded for one so young in the business. Not making much money on this part of the I. C. at this time furnished food for thought, as well as wind, therefore this long letter. It is the good of the Order that prompts the sayings I have made, but you are at liberty to cut same as you see fit to fill space. Whatever you do, show that you have received a letter from this place and thereby save my life. If old Bill Sheehan and Harry Hobbs, together with Chief Knox and Big Tom Corrigan don't see their names in print before long, it is only a short time until "Crape" will be pinned to the door of some member of Division 206. John Keener, A. C. C., T. J. Murphey and H.

S. Castles are also "powerful foolish" about reading their names in print. I am, with best wishes to all. "JELF."

Springfield, Ills.



Editor Railway Conductor:

Statements of receipts received at the Home during the month of February, 1901:

O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
36	\$25 00	207	\$5 00
44	5 00	227	12 00
53	12 00	275	12 00
103	2 00	295	6 00
126	10 00	302	12 00
128	12 00	305	12 00
142	12 00	313	12 00
165	5 00	343	12 00

Total	\$166 00
B. of L. E. Divisions contributing 5	\$48 40
B. of L. F. Lodges contributing 5	43 00
B. of R. T. Lodges contributing 10	38 70

L. A. TO O. R. C. DIVISIONS.

39	\$6 00	144	\$5 00
110	5 00		

Total	\$16 00
G. L. A. to B. of L. F., Div. contributing 3	\$23 70
L. S. to B. of L. F., Lodges contributing 3	11 10

Grand Total \$346 90

MISCELLANEOUS.

From Montivedeo, Minn., 300 lbs flour; donator's name unknown.

To the Brothers and Sisters: When writing to the Home, please give the Order and Division or Lodge you belong to; also the street and number or post office box, and oblige.

Respectfully submitted,

MRS. T. B. WATSON,

Highland Park, Ill. S. & T. R. R. Mens Home.



Editor Railway Conductor:

As I have never seen a letter from the Jacksonville & St. Louis railway (commonly called the Jack), I will break the ice, hoping some Brother may find something that will interest him. Since 1894, when the "Jack" was split up and a separate receiver appointed for the south end of the old J. S. E. line, the road has had a hard struggle to keep its head above water. The road at that time was poorly equipped, having only one caboose; engines in bad shape, track bad, no passing tracks and few depots. One crew doubled on local from Litchfield to Jacksonville, 54 miles; one mixed train was run each way every other day between Litchfield and Mt. Vernon, with one through passenger train between Mt. Vernon and Jacksonville. But, thanks to an economical management, there has been a wonderful change in everything. Now we have four new caboose cars, engines in good shape (with one additional new engine), track good for sixty miles an hour, plenty of passing tracks, a large round house and a general repair shop at Litchfield and large, new depots at all points where needed. Two crews run the locals between Litchfield and Jacksonville, one crew doubles between Litchfield and Centralia on local and two passenger crews on passenger.

Last week the general manager, Mr. C. M. Stanton, issued a bulletin restoring the 10 per cent cut made in 1898. This was a surprise to the employees and was done voluntarily by the general manager.

In the bulletin to employes mentioned, it stated that the loyalty and faithfulness of the employes made this action possible. We have four O. R. C. men on the Jack, all members of Division 206, Springfield. On the Jacksonville local Brothers Geo. A. McGregor and Thos. Clamptin can always be found. On the opposite run Mr. Jim Carder handles the bells. The Centralia local is run by Conductor Concidine, and W. F. Wilson runs the St. Louis through freight. Brother C. B. Wade runs passenger train between Jacksonville and Litchfield, and Brother E. S. Lowther runs the south end passenger between Litchfield and Centralia. As a whole, I think we all are a contented lot. No red tape; no rawhiding; short mileage and conductors averaging \$93.00 a month the year around, with no trains on Sunday. This, I think, is fair wages for the service done. We should all be thankful for being as fortunate as we have been for the past seven years. I cannot remember of a single accident in that time in which a train man or engine man has had a personal injury worth mentioning. Since so many trunk lines have been absorbing so many of the smaller ones, considerable talk has been made about the probability of some trunk line absorbing the Jack; for instance, the Southern railway could no doubt use this line to an advantage, but the writer is of the opinion that we will not see it absorbed for several years at the least. I believe there is a bright future for us all. I was talking with Brother McGregor the other day, and he was having another touch of the Rock Island fever. He had just received a letter from an old friend, Mose Clamptin, who is located at Goodland, Kansas.

In reading our February CONDUCTOR I read a letter from Brother Henley, of Newark, O., in which he refers to the conductors running out of Newark as being a kind-hearted set. I want to agree with him in this matter, as I was over in Eastern Ohio last spring, and a more clever set of O. R. C. men than on the Baltimore & Ohio I have never met. Any Brother traveling this way call around, and any of us here will gladly fix him out. Business is good, both freight and passenger. Hope some other Brother will pick up a little courage now, and send in a few lines to THE CONDUCTOR. No doubt he could say more in half the space than I have taken.

E. S. LOWTHER.

Litchfield, Illinois.



#### Editor Railway Conductor:

As there seems to be some lack of talent, or the members are growing careless in Division 273, I will try to give THE CONDUCTOR a few tips: Brothers Padden and Morgan are still handling the through passenger runs, Brother Davis the suburban? Manager Spear the N. J. local; Brothers Deeren and Morton the Nigger, with Brothers Brush, Bay, Gallaway, Wilson and Nott on the rounds. Grandpa D. C. is G. Y. M., with Sunny a good assistant. Brothers Dutch and Pat still handle the mines to the good. We have two or three conductors out in the cold yet, but think they will come around. Brother Cavey is after them, displaying all his tact to get them to head in and get into clear of their fear of our battering ram.

MAJOR.

Cambridge, O.

#### Editor Railway Conductor:

I note in the January CONDUCTOR a letter from Brother G. M. Waldron, which is o. k. One of the Brothers in the January CONDUCTOR thinks it very necessary to look after seniority and the student; that if we did not have them in this country there would not be so many railroad men trying to make a living at something else. Well, it is true, if we did not have the student there would not be so many railroad men out of employment. Excuse me; I fully understand that there are but few who believe that they were ever a student—just born a railroad man and a conductor. Many a good man who is now a conductor, when a student, has gone after red oil and back to the caboose to get a bucket of slack or a left-handed monkey wrench. All these little jokes were played. Now the conductors can play the jokes. He can handle the student with care and turn him in to his superior for a cause. Seniority will do good for the greatest number if let alone. If put in the ring and given a knockout blow the little boy, envy, would step in, and courtesy would be very shy. Now, as my experience teaches me, organized labor and the railway companies must pull together for all times to come for good government and a never ending demand for labor. I believe that some men never look for opportunities. Some men seem to be satisfied in helping themselves, while others are ever on the alert for some opportunity to help someone else. Now, I think that of all miserable men it is the man who can only find time to help himself. If there is any one thing that we, as an organization, had ought to feel proud of and exercise every opportunity to do everything that lays in our power to help along, it is the Order of Railway Conductors. The Order is the best friend we have to help us in our troubles and accidents, in time of need, and we know not when they are forthcoming. So we must pull together and work for the good of the Order. We must correct our errors and keep in line with our teachings. There is many a home rendered unhappy on account of idleness. I hope that all Divisions have made one of their best selections for delegate to St. Paul and that he will answer each and every roll call, be honorable and return to his Division with the honor that they have bestowed upon him, and with a good report. There will be subjects come before the Order of Railway Conductors that must be handled very judiciously. Facts and conditions must be considered and legislation effected that will result in the greatest good for the greatest number. One of the most important questions that is before us today is, what will be the best step to take for the old conductor? Give him his insurance and let him stay at home. The aged are entitled to our sympathies and attentions. We may soon stand where they now stand and desire that others shall show us the same respect and kindness.

Brother W. H. Kerr, who is a gentleman of the first rank, and who makes the down-hearted glad when they meet him, has returned from his voyage to Cuba, and is again looking after the welfare of his passengers. Brother George Dearwester took leg bail the other day and went south. Left his caboose and train to stop an engine. Brother Dear now has a twenty-nine foot car for a caboose. Brother W. S. Harlow, who is troubled with lum-



bago, was off duty from Dec. 27 until Jan. 23, then made five round trips and is now off duty again on account of sickness. Our best wishes are for Brother Harlow and hope health will soon be his portion. On Jan. 19 the Brothers and Sisters and friends made a very pleasant call on Brother and Sister W. S. Garr for the purpose of storming them on their 25th wedding anniversary. The line of march to the residence laid beneath seas of flags and winds under arches of cedar adorned with ribbons of roses. Presents were numerous. The outcome of the evening was a host of fun. Hello! St. Paul, no change in our insurance and no split in the reserve funds. G. B. M. SEWELL.

Huntington, Ind.



#### Editor Railway Conductor:

The meeting of the Grand Division is fast approaching, and as it will be the first of the new century, Brothers, make it a record breaker of the twentieth century. Leave no stone unturned when leaving St. Paul; be ready to tackle any question that may come up. There is lots of work to do. Have you instructed your delegate what to do when he gets there? If not do it at once. Let him know just what the majority want. If you fail to do so, and he goes there and does something you think is wrong, don't kick, for he will probably do the best he knows. If you see anything that you think is for the good of the Order, get up in the Division room and express your opinion. If it is wrong there will be no harm done. It is my opinion there can be changes made that will help the members of our Order financially, least morally.

One thing that must be done, or we can make a fight for it, and that is, protect the old conductor. Take for an example the wee boy on the farm, who set the plow aside, with a long pair of cowhide boots and hayseed through his hair, applied to the trainmaster for a position as brakeman, and in a few years that same brakeman had an order from the trainmaster to relieve you, for what cause? "You been a good old horse, but done broke down." Automobiles have put the good old horse into the clear. What will they do with the old conductor? If seniority becomes universal, a true saying for this question would be, get off the earth, for we have changed our post office address so many times that seniority is a rather expensive postage stamp. How well do I remember, in olden days, when the conductor hired their own brakemen. (no students). No power brakes, no automatic couplings. We had to get there, Eli, as the conductor used to call it, or we would know the reason why. In those days railroad men were in demand; their trade was protected by experience.

Brother J. Dwyer you are all right! I have done the deck act between Evanston and Ogden in my early days. Many a time the operator at Echo City reported a cyclone passing his station. Could you blame him? Brother Tim Farrell, I hope the plan you have in mind will go through with bells on. Anything that will help the poor old conductor to maintain his position. In my days on the O. S. L. at Pocattello, conductors were a scarce article on the market. What has changed it? Ourselves. We have, or a majority of us, have taught the students, whereby they gained some knowledge that gave them enough pluck to go before a super-

intendent to stand examination. Train books, ticket reports, train orders and all other important duties of a conductor should be carried in his inside vest pocket, especially at this late day. Take a machinist, carpenter, boiler makers, brick layers, or any other tradesman, when they lose their position in one place they go to another and get a position at their trade, and why can't we as conductors do the same? Exile seniority! Brother F. J. Logan of Kansas, your views on the double-header are good ones and should have the support of every O. R. C. delegate at St. Paul; for no one man can serve two masters alike. You can see it every day. Get up Jack, let John sit down!

Several Brothers, I notice, are commenting on district representation. I approve of this method because it is economical, not only to the Grand Division, but to all Divisions of the Order. I believe one-half of the delegates could transact the business of the Grand Division as well as the 408; at any rate I'll not talk any further on the subject, as my hair is long. Will refer the matter to St. Paul. Our Lehigh Valley Brothers are doing well since they received an increase in pay. Several promotions have been made from our ranks. Brother Chas. Gallagher has been restored to his former position that he lost in the trouble of 1893. Brother P. S. Kane has charge of Oak Island yard. Success to you, Paddy, is the wish of the members of 384. I am happy to say Brother Daniel Gallagher, who was murderously assaulted, is out of danger and at work again. The coroners of New York City expect to do a land office business when Mrs. Nation reaches our city. How about it, Andy?

ROYAL BLUE.

Tottenville, New York City.



#### Editor Railway Conductor:

There is a strong and growing desire among civilized people to be provided for in old age and when infirm and unable to work or do business. The government provides well for its soldier and sailor defenders. The civilian employs one from time to time, making efforts to get pensions when broken down by age and infirmities. The Masonic fraternity in the state of New York, where I belong (Masonically), has provided a home for aged and infirm Masons and their widows and orphans. The home is near Utica. It has about 200 inmates. The fraternity are well satisfied with it, and will build additional buildings the coming season. When a lodge has a brother that should be provided for they take the case into consideration and, if favorable, present it to the home guardians and the Brother gets admission. The membership of the state, for several years, were assessed one dollar a year for the establishment of the home. There are about 100,000 members in the state. I believe it would be a good policy to establish a home for aged and infirm conductors of the order O. R. C. Perhaps two homes, one in the latitude of northern Ohio, and another in the latitude of Chattanooga, or perhaps on Mobile Bay, situated on or adjoining a body of water, so that there would be fish, boating, sailing, etc., etc. A purchase of farm lands, 500 or 600 acres. In the south it would cost not to exceed \$25 per acre. In the north not to exceed \$50 per acre with the buildings on it. One hundred acres could be divided into

village lots, four lots to the acre—400 lots—sell the lots at \$100 a lot, the choice of lots to be drawn for. A town could thus belong to our Order. It might be a few miles out of Cedar Rapids, or perhaps a few miles from Mr. Carnegie's City of Coneant, or a short distance from Terre Haute, on the banks of the Wabash. The land not divided into lots to be worked for the crops to go to the support of the home. A farm superintendent and a sufficient number of farm hands employed to work it. After the lands were purchased then a committee could be appointed or elected by the Grand Division to solicit donations from any one, particularly those whose wealth has been made out of railroads—the Rockefellers, the Goulds, the Vanderbilts and our Chauncey, also, to accept legacies, etc., etc.

I present these ideas and perhaps it may lead to thought and discussion, and bring out valuable ideas. We certainly are all getting aged, and many of us crippled, and the thought that after a pounding and banging of years of service night and day, Sundays and all days, we can quietly sit down in a good pleasant place that is our own and rest our weary bones among friends, not to be called till the last call, and that among friends and Brothers. Brothers, please give it thought. Truly yours,

HENRY J. NEGUS.

Terre Haute, Ind.



Editor Railway Conductor:

I am not a regular correspondent, and am located so far from my Division many things happen I hear nothing about until it becomes an old story. Therefore, on the arrival of each CONDUCTOR the first thing is to look for letters, and to my knowledge I have not been able to see a letter either from Divisions 133 or 138 for nearly one year. Probably the regular correspondent is too busy and cannot spare the time, as business on the B. & O. Chicago division has been very good for the last six months. I must say that I am very much pleased to see so many of our Divisions taking up the double header question, or, in other words, holding membership in both the O. R. C. and B. R. T. No man is more in favor than I am to see every one in train service either in the O. R. C. or B. R. T., and must confess I think but very little of any one working year after year and enjoying the same benefits derived from the labor and expense of the different railway orders, and contribute nothing to their support, and think much less of a man who joins our noble Order under a mercenary object; and the quicker the conductors get together and work for the interest of one another the better it will be for the Order. I have a deep regard for our sister organization, but do not believe it right for a Brother to belong to the B. R. T. We have a Brother O. R. C. on Chicago division who is chairman of B. R. T. Grievance Committee, and he is certainly not working for the interest of the O. R. C. according to agreement of both O. R. C. and B. R. T. with general officers of B. & O. railway in the question relating to the rights of conductors as commencing on date of promotion. This Brother has asked to have both agreements set aside, which would certainly injure the O. R. C. to benefit the B. R. T., and possibly create an ill feeling between the O. R. C. and B. R. T. on Chicago division; and pre-

sume that there are a great many cases similar to this by Brothers belonging to both orders.

Division 138 is in first-class condition; has about forty members, and still coming in. I believe four or five to initiate at our next meeting; let the good work go on. Wishing THE CONDUCTOR and the Order a prosperous new year, I will take the siding and let the old one pass without delay. I would like to hear from others on the double header question, and I do hope that our delegate will bring up this matter at the meeting of the next Grand Division.

RUNT.

Garrett, Ind.



Editor Railway Conductor:

At the annual election of Division 52, C. L. Boughner was re-elected Chief for the year 1901. All other officers were also re-elected. Chief Boughner and Ass't. Chief R. D. Herring hold the record of No. 52, having attended every meeting for the year 1900. Brother Boughner was also elected delegate. The selection was a good one and gave satisfaction to all present.

Brother N. Decker has taken the runs made vacant by the death of W. E. Heppburn. Brother Decker likes the change and will make a good man for the run. Brother J. H. Gordon has the runs on N. Y. division, made vacant by Brother Decker's change. Brother Gordon is a very enthusiastic horse man and intends to move to Pike County, Pa., opposite Port Jervis; you may expect a great circuit meeting there during the coming season. Conductor N. Youngerman has been on the sick list for ten days. He came in the conductors' room and challenged any man in room to play a game of pinocle. Conductor Tom Duffy accepted challenge. The agreement was "the low man take a bath in the icy water of the Hudson river." Nic went out in river splash! He still claimed he could beat any one in the room but it must be the Dutch game—no Irish game for him.

NAYR.

Pt. Jervis, N. Y.



Editor Railway Conductor:

We are at the threshold of a new year and a new century. We have accomplished wonders from a national point of view. Our flag has crossed the ocean. We have become a world power. We occupy a prominent place in the councils of nations. Our commerce goes everywhere. We are able to meet the competition of the world and compel its recognition. This national prosperity is quickly reflected in the affairs of private life, and nowhere are its impulses more promptly responded to than in fraternal organization. Each is looking for a better, higher life, and at the same time evincing an eagerness to share in the world's prosperity.

Looking over the past record of the Order of Railway Conductors, we find much that we can refer to with pride. Untold good has been accomplished for those who have placed their trust in our Order. The bereaved have been comforted, the fatherless and widows have been provided for, and thousands of true, earnest, far-seeing men have been enrolled under its fair banners. We have evolved from narrow conditions to a higher, broader, more progressive plane. History has

been made, and from the experience of the past we are now taking our bearings for the mystic future which lies before us. One of the lessons we have learned is loyalty and fidelity. By loyalty and fidelity it is not meant that every member of the local Division shall absolutely approve and concur in each separate act of each individual affair. That never was done with church, state or social life. We are men of many minds, and not to differ would stamp us as mere automatons—machines. What is meant by fidelity and loyalty to our national officers and the national council, is to believe the latter, when assembled together from time to time, are trying to enact such laws as in the judgment of the majority of delegates present will be for the best interests of the Order as a whole, and that the national officers, in their official capacity, are striving, to the best of their ability, to carry out the spirit of those laws with impartial fairness. The national council may make mistakes in their enactments; they are but human in wisdom and judgment. The national officers may not do all that you desire done, or all that you think you would do if you were in their places. The same can be said of every officer—civil, religious or social, in the world today. Every man must work in his own harness, not that of another. The loyal member of every organized body recognizes this fact, overlooks petty differences, and instead of everlastingly kicking, puts his shoulder to the wheel and by his individual effort makes up, in part at least, the deficiency in the executive body. Saying nothing about the fraternal spirit involved, it is the part of good sound business sense that the membership of a fraternal beneficiary society, the payment of whose certificates at death depend on the growth and prosperity of that society, shall maintain a loyal attitude toward its managing officers.

Only by a display of confidence and loyalty can faith and confidence be inspired in the minds of those whom we desire to become member of our Order, and so strengthen our own protection. If you know of anything particularly good that might be done, agitate it in your Division room and in the columns of THE CONDUCTOR, and if there is anything of note in it, others will recognize it and help to bring it about. If you are very much opposed to one or more things which are being done, and you find very few members who believe as you do, it would be wise to take careful stock of your objections and see if they are well grounded. Perhaps after all the fault lies with you instead of the Order.

To a greater extent than one may at first perceive, the life of an Order like ours depends on the personnel and character of the men who direct its affairs; in the matter of its business management, its growth, prosperity, its very existence is theirs to regulate. There is but one test of the fitness of an officer, and that is the measure of his success. If our Order shows a constant, healthy growth, and its business is ably managed, the management is in capable hands; otherwise it is not. By the same rule that the men who have built up a business are better equipped than others to manage it, so the officers who have guided the Order from the foot of the ladder to its topmost round, will probably

best maintain its poise in that elevated position. But the Grand Officers are powerless without the loyalty of the members. It is the certainty of loyal support; the strength that this support creates that produces their best efforts. This is one of the lessons the O. R. C. has learned, and as we open the new century with bright prospects of a rapid growth and improved conditions before us, let us renew our allegiance to the principles of the Order, and to our officers who are at its head and encourage them with the knowledge that they have the loyal support of every member; that we are taking an interest in their efforts, and the resultant strength of the Order will confer its benefits equally upon all.

Division 232 intends to do some phenomenal work this coming year, and we are going to do it on the above lines and a lively lot of hustling.

Sioux City, Iowa.

Hop.



Editor Railway Conductor:

We have brushed up our William G. and got him in good trim after his long rest and are now introducing him to new conductors nearly every meeting day, and I tell you he is a terror to tenderfeet. He was growled in the mountains so high that you only see the sun once a day, and look straight up at that; so steep that seed is shot into side of mountains with shot guns, and to harvest it, the mountaineers tie a West Virginia sand stone to one end of a long rope, throw it over the top or ridge, the other end to themselves and swing down, cut grain and drop it to bottom. The ground is so stony that the noses of stock have to be filed sharp (so they say) to eat the grass between. Our William G. was raised with a breed of porkers, so long and slim, with ears so far back they could not hear themselves squeal, and in hunting roots they get on their nose, with tails in the air, and go round and down like a gimblet between the rocks. Well, what do you think of that, anyway? In that connection I will only add, come and see. I would like to say to the Mississippi Trout-eater, that I visited one of his seasons (Mardi-gras) last year and do not hanker for another trip down there where cellars and cisterns are built up on stilts and sewerage is above ground, or above water, rather. It gave me the sensation or feeling that I might wake up some morning and find the city several hundred feet below the surface of the water. Brother Trout-eater you have missed one of the pleasant things of this life by not knowing our worthy Grand Officers. I ran across Brother Corbitt while south several times and attended one or two called meetings with him. I see by the Toledo letter that they have elected the ugliest man in the city to the legislative committee. (Ask Brother H. about it.) Brother Osborn, I am truly glad to know (which I judge from your letter) that the little girl born in Michigan back in the 50's has not made you wish you were king of the Cannibal islands or one of his subjects, even. Come again, you are interesting. I see a new standard uniform adopted for conductors, freight and passenger, all the same cut and style. It is handsome, I like it—the uniform for THE CONDUCTOR.

Parkersburg, W. Va.

GEO. H. BAILEY.

Editor Railway Conductor:

In the November CONDUCTOR a Brother from Division 143 says an evil exists in labor organizations which is a great injury to us, and that is envy. His remarks on the subject are certainly good, and by the aid of a poet's imagined fancies by Socrates sayings and the history of the old Patriarchs with other examples in which he handles the subject, it brings our thoughts to some other subjects pertaining to organized labor in which many Brothers may become more or less interested. We read contributions from many Brothers on the question of seniority. Expressions of sympathy intermingle their writings, the welfare and future of the old conductor being proposed, accepted and incorporated in the rules and agreements for operating, and quite often envy cuts a deep notch in the measuring stick. I believe I am quite safe in saying that until a higher degree of civilization is maintained in the ranks of labor, that is to say a better respect for the great Law Giver's rule—"do as you would be done by"—this evil will exist.

The selfish greed predominating in the world today is the main factor in the production of envy. The more one is blessed with good fortune the greater the probability that he forgets the past. The sensibility of the being is where we must expect the change to come. Rules and regulations are the governing features of organized labor and often some rules do greater injustice to the minority than they benefit the majority. All such should be repealed so that the lives of all employees might be made to better harmonize. A strict compliance with the only rule—a rule universally known for employing and promoting labor—should be our aim and request. If circumstances in life are such that a man begins labor as a brakeman, let him work out his promotion. With promotion to work for his courage increases until his best and most faithful service is enjoined by all, his ability, habits and general standing are of an ascending nature, and with a strict observance of this rule seniority would virtually be the rule for promotion. But it is a fact that within our Order, through a majority, thoughtlessly or enviously moved they have arrangements, and in operation now, that promotion is received by being the longest in the employ of a company, perhaps in various occupations, and often of the man's own choosing. As, for instance, one man served a company ten years, braking and switching, changing from place to place, from one conductor to another, etc., and finally is promoted to freight conductor. Another, six months younger on the road, broke three years and was promoted to freight conductor. In after years when both these men are running freight trains, the oldest on the road is first for further promotion to preferred or passenger runs, which is contrary to all general rules for advancing or promoting labor, and the astonishing feature of the case is, that an organization so respectfully before the people has within its membership persons who will conspire to such selfish motives in order to advance personal opportunities. The O. R. C. teaches brotherly love and this spirit should always be present in our Division rooms, also when dealing with our Brother members, and should govern our relations at all times

and under all circumstances; then envy would be known no more.

Galesburg, Ill.

J. M. PECK.

4

Editor Railway Conductor:

Division 103 will give an all-night smoker March 23, and all who can attend are hereby invited. We promise you a good time. We will also initiate a number of candidates, having received special dispensation from our worthy Chief for this part of the program, and our cigars shall not be stogas, but of a quality selected and guaranteed to broaden your smiles and increase your appetite for the relishes of the evening. I feel that this is one way in which we may become better acquainted with our Brothers, not only from sister Divisions, but in our own Division, for you all know that on regular meeting days we often sit in open Division with those whom we cannot call by name and with whom we would like to talk, but have no chance, and keep in order. This again, shows one great necessity in opening our Divisions promptly at the given time, and closing just as prompt as the business of the meeting will admit. Then a few minutes could be taken up, if desired, in social conversation or hand-shaking, and not make a grand rush for the door, like boys from a school room that had been kept in until tired and hungry.

There has been much said and but little thus far accomplished regarding the old conductor. I am emphatically in favor of paying our old broken-down Brothers the full benefit of their insurance. It will cost no more to pay this one time than another, and he might then reap a little reward for his long years of faithfulness and the assistance he has given others, and not die leaving this paltry sum to a distant relative or young, able-bodied descendant. I contend that the conductor who has toiled for years and reared his family properly has fulfilled his mission on that score, and he is the one, when old and feeble, to whom this benefit should go at a given age, say at 70 or 75 years. For then he is totally disabled from running a train, and having no small children which are dependant and who frequently have not chick or child. If a good old lifetime companion still be living, let them enjoy this money together. It would likely last most of us to the end, for little is needed at that stage in life, especially if we have a little home to call our own. I therefore, for one, am not in favor of a home for old and infirm conductors, for I think there are few of us who would want to live in a home thus provided, however elegant it might be, unless compelled by poverty. It would seem to me like an asylum for weak-minded conductors, rather than a place to call home. But not being all of one opinion, let us hear more on this subject, and let our delegates go to the Grand Division this year with a determination to try and bring about this long-felt want. However, many conductors or readers of this letter may not approve my ideas. I know it will strike a great many as being the proper move, and I, for one, shall continue to advocate this change in our insurance laws. There is also another disability which should be considered total by our insurance: it is paralysis. It totally disables one

from train service, and I hope to see this added to our list of what constitutes a total disability. I am not looking forward to be benefited by an amendment of this type, but I know a few Brothers I would like to assist, and by so doing I am confident ninety per cent of our Brothers who are now carrying but one or two thousand would increase their insurance to the limit. I have not learned the opinion of our Grand Chief on this question, but I am confident he is with the majority, and also hope the majority will stay by him when we meet at the Grand Division; at least that enough delegates will go armed with a vote for E. E. C. to elect him on the first ballot. And I hope to see enough of our Brothers on the excursion from Macon, Ga., and over the entire north to make it a grand success and a trip that will ever be remembered as one of the grandest of the kind ever enjoyed by mankind.

Indianapolis, Ind.

G. M. WALDRON.



Editor Railway Conductor:

On January 13th Division 337 installed their officers for the year 1901; seven Brothers from Division 170 and Brother Grant Ferguson from Division 166 were present. Brother Sheppard from Division 170 was appointed installing officer, and Brother Ferguson from Division 166, marshal. We had a good attendance, and after the installation of officers the regular routine of business was taken up. The meeting was a very enjoyable one indeed, and especially so from the fact that we had visiting members from other Divisions. We are always glad to have our Brothers visit us.

In thinking over the pleasant occasion of our last meeting and the progress of our Division, brings the thought to me that some of our greatest men have risen from the humble walks of life; so it is with Division 337. We organized over five years ago, with twenty charter members. Now we can boast of fifty-five as good members as ever took the obligation. Our boys are so elated over the progress our Division is making that some of them call it the "silk stocking" Division, and others the "blue ribbon" Division. If you chance to come our way stop in, and if you do not find our boys up to the standard we will take down our sign and send in our charter.

I am a regular reader of THE CONDUCTOR and look forward to its coming with a great deal of interest. I find considerable opposition to seniority from all sections of the country. Just one word on this subject: In my opinion those who are opposing seniority only look on one side of the question. They want to make laws to benefit the unfortunate Brother who is out of employment, but seem to overlook the injustice they would do to the Brother who is fortunate enough to hold his position by doing away with the seniority clause. I am in favor of enacting any laws that will benefit our unfortunate Brothers who are out of employment, but not to the detriment of those who are employed. I am opposed to wiping out the seniority clause entirely, but the laws can be modified so as to benefit the employed and secure positions for those out of employment. Brother, study over this question well before you act too hasty.

H. L.

Baltimore, Md.

Editor Railway Conductor:

I did not intend to have anything to say in this month's issue of THE CONDUCTOR, but after a careful perusal of the Fraternal Department (of which I wish there was twice as much), and after reading the letter of H. W. G., of Elkhart, Ind., whose article in the January issue on district representation and wasteful expenditure of money attached to the session of the Grand Division, I have concluded to write again. His article, I think, is one of the best solutions I have read for some time, and we need not go outside the meeting of our own Grand Division to save an enormous expenditure of money. He quotes where it had cost the B. of L. E. for the last session of their Grand Division \$200,000. What can we show for our enormous expenditure? What I mean by this is, take the 408 Divisions, allowing \$100.00 for the expenses of each delegate, which I think is a fair average, besides the other expenses attached to the body of the Grand Division. Now, Brothers, some of you who are writing month after month for the care of the poor, old worn out conductor, which is the correct thing for us to do, as we know not how soon we will be classed among its number. Take the roll call of delegates and the proceedings of the Grand Division when printed, and see how many are quoted on the floor of the session, then think what it has cost you for your delegates' vote of yea and nay. If the money which it takes to send our delegates would be put into a fund, could we not build up a fund whereby we could pension at a living figure the old conductors, without any extra expense to us as a Division or a body? You must certainly admit the forcefulness of this argument.

Since my last writing a sad accident happened to Brother Davis. While driving a pair of spirited horses, they became unmanageable and ran away, throwing Brother Davis to the ground and breaking several of his ribs, but at this writing he is, I am glad to say, able to be about. While Brother Davis is not in active service, he is an active member and a regular attendant to our meetings, which is more than I can say for some of the Brothers who are in active service, and have more time to attend. It would be of much benefit to them as well as to the Division; but, no! They will not grace us with their presence, but wait until they see some Brother who has been there, and the first words will be: "Well, what did you do at the meeting last Sunday." Brothers I have made up my mind that a Brother who is so much interested in our meetings outside of the Division room, my answer to him will be, attend to the meetings and find out, for I would only be encouraging him to stay away if I imparted to him any of the proceedings.

Well, Brothers, Division No. 170, at the close of business for last year, was never in better condition in membership and financial standing. Our meeting last Sunday was one of the best I have ever attended, as we had a good number out and the talks from Brothers Slocum, Clapp and Alexander on law and parliamentary ruling would do credit to Tom Reed. Brother Clapp told Dugan he would put a spoke in his wheel, which he did. I would suggest Brother Sheppard put himself in

training from now until the meeting of the Grand Division, under Brother Clapp, to perfect himself on parliamentary laws and rules of order.

Camden, N. J.

J. A. C.

forgive this very tame effort to "get my name in the paper." I will drop my way car in on way car track and turn in for a much needed rest.

Brookfield, Mo.

"EAST ENDER."

#### Editor Railway Conductor:

I am a self-appointed chronicler and trust that what I "give up" will be taken kindly to. Division 194 gave its first annual ball February 18, and consider that it was a success and a creditable one inasmuch as we have in our city several cases of small pox, and a great many persons were so troubled with "stage fright" that they actually stayed at home and let the most enjoyable event of the season slip by. We have the unanimous decision of leaders of society that it was the nicest, most orderly, and ably managed ball given in years, and our program of twenty-four numbers and two extras was tripped off in very fast time. We checked the register, got a clearance and started the grand march at 9 a. m. with about 90 couples, and had registered in and locked up and departed for home at 2:45 p. m. Mr. Frank Castler was our caller, and I assure you none of the boys needed rest or were laying off sick when he called them for partner for a turn around. Supper was served by the ladies of the Maccabees, and oh, such a supper it was! why people had to go by part of it like the boys "run loads at Bevier" to keep from foundering. There were 100 suppers served, netting the ladies a snug sum and many praises and compliments. Everbody wore the "happy go lucky" costume that suited his comfort and convenience and everybody was happy. Just watch our smoke next season! I think we will have to hold an overflow meeting in the park. I wish to extend a cordial invitation in advance to every Brother and his wife or best girl to our next annual for which due and timely notice will be given.

We are rather a prosperous Division of good natured fellows and enjoy the right to work for the Burlington Route, and our little city of 6,000 souls is the center of the universe as far as the Hannibal & St. Joseph goes to make a part of it. We have the shops here and are at present working almost seventy freight crews on the two divisions of 104 and 122 miles respectively, and they make an average of four thousand miles per month, so you see we haven't any kick coming, except on a single track road you have to keep moving or drop out of the procession. We have fifty members with prospects of eight or ten more this year. The more the merrier; let them come! We manage to have meetings enough to hold election of officers and install them. But I think we are on the improve.

We held our annual in December and elected the following: W. T. Thiehoff, C. C.; E. B. Dabney, A. C. C.; J. Ewing, S. and T.; T. P. Mulhern, S. C.; D. C. Hart, J. C.; P. C. Miller, I. S.; T. Hooper, O. S. Most of these are young fellows and all take an active interest in the welfare of 194, and we hope to improve in membership, morals and sociability under their reign. I wish to apologize to "ye editor" for our Division, as I find in mailing invitations and complimentaries to the Grand Officers, we overlooked you, and beg you to accept. We simply had a rush of biz and was short of power. If the readers of THE CONDUCTOR will

#### Editor Railway Conductor:

Division 115 is going along in very good style, taking three by initiation and one on transfer, with more in sight. We are having good attendance. Our new officers are very prompt, most of them showing up at every meeting so far this year. We have lost one by death and one by transfer. Brother Trehan has gone to 364.

Generally, railroad business is good on the coast, and very good work for those who have positions, but I cannot advise any of the Brothers to come to the Pacific Coast expecting to find work, for the country is overstocked with all classes of railroad men now. The various roads have some trouble and delays, caused by the heavy rain. Several washouts and some bad accidents, causing death and destruction. The rains, however, mean millions for California. It will benefit the miners and farmers. Oil production is adding thousands of dollars to the wealth of California. Land that four years ago could be bought for \$250 per acre, is today changing hands at from \$500 to \$3,000 per acre. Oil is being used very extensively by railroads, factories and steamships, and has proven to be a success and about one-half cheaper than coal.

The Santa Fe is doing a good business and everybody is kept busy. Our superintendent, J. W. Walker, is up and around after a severe spell of sickness, but fate is against him. One of his children was taken sick and died a few days ago. She was a lovely girl of thirteen years. Mr. Walker is going away from the scenes of his trouble. He leaves today on the Toyo Kisen Kazsha Co. Steamship Nippon Maru for Honolulu. He expects to be gone some time. The boys in Chief Clerk Dunley's office of the Santa Fe freight sheds had quite a sad surprise on Feb. 16. The company pays off with checks on the bank of California. It is customary for someone to take the checks for each department and draw the money. Mr. Dunley's typewriter and clerk had been doing this for some of the boys, and on this day he collected checks to the amount of eight hundred dollars and went to the bank and drew the money between 11 and 12 a. m. on Feb. 16, and up to this writing, Feb. 19, he has not been seen. Some of the readers of THE CONDUCTOR may know him. He worked here under the name of Frank Gaven, but letters found in his room are addressed F. P. Garvey and Frank Hennessy. He was raised in Buffalo, and his parents live in Pittsburg, Kan. Look out for him. About 22 years old; tall, slim, dark brown hair, something on the dude order. It is very severe on the men, as you know what pay day is, and those who are watching—the landlord, grocer, butcher and baker—all waiting for you to come up and settle. If found send him back. We pay every fifteenth.

MILTON G. PUMPHREY.

San Francisco, Cal.

#### Editor Railway Conductor:

At times Division 135 experiences some difficulty in obtaining a quorum at our meetings, owing to the unprecedented business which has deluged the L



& N. system for the past three months. On January 1 fifty-one trains passed over the Nashville & Decatur division. We have twenty slow freight, four fast and three local crews on our division of 122 miles, so our delays can be readily imagined.

At our annual election the following officers were chosen: S. H. Allen, C. C.; I. C. Henderer, A. C. C.; J. H. Stephens, S. C.; T. O. Leek, J. C.; C. O. Sims, S. T.; T. J. Hobbs, I. S.; G. L. Garrity, O. S.

Our Division is in fine shape, with the membership steadily augmenting. Our G. J. C., Brother Corbitt, was with us a few meetings since. It is always a pleasure to have him in our midst. St. Paul is the mecca to which we are turning our eyes and thoughts, and our delegation are already enthused. Mr. T. E. Brooks was recently appointed assistant superintendent of the N. D. and main stem second division, and we find him a decided acquisition to our official staff. Last month saw a new schedule put on between Chicago and Jacksonville, known as 92 and 93 over the L. & N. Brother Billings captured this plum, and a consequent boost along the line. In closing, I wish to call particular attention to Brother T. J. Hobbs, our genial conductor on 1 and 4. For the past two years his smiling, clean shaven face has beamed sunshine and good fellowship on us all. But in a moment of forgetfulness he has allowed some incautious friend to induce him to grow a mustache. The dire results to be apprehended can only be known by the lapse of time. SWAN VALLEY.

Nashville, Tenn.

Q

Editor Railway Conductor:

We read in the journal after each Grand Division meeting of Brother So and So, who covered himself with glory in his advocacy of a pension for aged and disabled conductors, and Brother What's His Name, who was equally eloquent in his silver-tongued discourse upon the subject of a farm. Why don't some Brother take the opportunity, which is now and always has been open, by advocating for our members the maintaining of equipment, buildings, etc., that constantly threaten to place us beyond the pale of either pension or farm? These are matters of the most vital importance. Not one thing which I shall mention in the following lines but that nearly every member of our Order, who is in active service, is up against every trip that he makes. There isn't any use of saying: "Oh, we can't reach that!" or, "That's out of the line of the Order!" It is nothing of the kind! If Fraternity means anything, then must the Grand Division take cognizance of these things. Look at the claim sheet in our last journal. It is a good average. There are twenty-three claims settled. Seven were from natural and sixteen from accidental causes. There is a way to save the lives and limbs of many of these, our Brothers. No individual member can do it, but by the efforts of the Order, properly directed, these deaths and disabilities can be reduced to a minimum.

Now, on many trunk line roads, at the present time, they have the pilot bar on their engines. What do you think of that? The men who work with them "kick" a little among themselves, and that is the extent of it. If some one registers a

more vigorous "kick" than usual, some co-employee will say, "Well, you don't have to work with them." You know what the Inter State Com. Com. says: Just refuse to use those unlawful appliances. Of course that's great comfort. Just refuse—to use the pilot bar—and then go and get your time check and look for a chance to get out of town. Behold, how beautiful is the advice of some of our friends! Then we have the coalshed, the switch stand, the tank spout, the elevator and elevator spout, the stock yards chute and gates, the mail catcher and station platform. Not a day passes that some one is not injured or killed by one or all of these death traps. It is no argument to say that the men know they are there. It happens once in a while that a man is employed who is not familiar with the road. He cannot know the location of this trap which, like the revengeful Nemesis, silently awaits him. Besides, we all know that these things come to the man of many years' experience on a division as well as to the one who is learning the road. There are many times in the experience of a train man when, in order to look for elevator spouts, stock yards chutes, switch stands and signals while switching a big batch, he ought to have at least four or five centers of gray matter in his occiput, and as many more centers of vision. Now this is all unnecessary. Railroads and everything pertaining thereto, are built without a thought of the safety of life and limb of their employes. No such sickly sentimentality ever enters their humane minds. Then we have the viaduct and its pal, which is even more fatal, because we are looking for viaducts when riding out through cities—the overhead crossing. Then we have the yard, where the local crew switches day after day, without a shovelful of surfacing. And we go stumbling over the ties, and catch hold of ladders, that we have to jump up to reach, and when we get in we only complain of being tired and not of the corporation, who has caused us to stand before death's door time without number. And many times we found it ajar, and only wondered why we did not enter. Of course we have the automatic(?) coupler, but how many of them do we find in working order? With the exception of the Trojan, which has a tumbler on the side instead of the chain over the edge of the dead-wood, they are always B. O. The chain is either too long or too short, or else broken entirely off. What is the remedy? [Call it to the attention of the Interstate Commerce Commission. —Ed.] I hear some one say, I will give a Yankee's answer: What are we organized for? We have an O. R. C., a B. R. T., a B. L. E. and B. L. F., all of whom are vitally interested in every one of these things. Are they powerless? Are we to pay thousands of dollars annually to maintain our respective organizations and see our Brothers and co-employees losing their lives to save a few dollars expense to the company? Of course I appreciate the value of our Order. I also realize what it has done for us, but it must not rest upon its laurels. What has been accomplished only shows its capabilities. I have not mentioned a subject in the foregoing that is not of far more importance to trainmen than increase of wages. Of course, we all like that, too, but "what's the world to a man when his wife's a 'widdy'?" These things must be

agitated. They must also be remedied. There is no half way course. If nothing is done, then must we cease to call each other Brother.

It is useless for the companies to say that they cannot afford it. They must afford it! Can men afford to lose their lives or limbs in order to save a railroad company a few paltry dollars? Is human life to be weighed in same scales with filthy lucre? It should be enacted upon our national statutes, that unless a road can do these things—unless they can protect their employes to the utmost possibility, regardless of expense of life and limb, they should be compelled to suspend operation after having had ample time to adjust their road to the requirements. There is nothing radical in this, whatsoever. It is simple justice and humanity arrayed upon the one side, as against greed and avarice upon the other.

We have another fungus growth which is creeping over us and that is the involuntary-compulsory relief department. It has already gone too far. It is called a "benefit" and yet the assessments and contingent expenses are equal to any standard commercial insurance in the land. We simply pay for what we get and the court says, "No matter how carelessly you may have been crippled. Take your 'relief' and you are barred from a damage suit. Refuse the 'relief' and institute proceedings and you forfeit the 'relief.'" Of course our courts are all courts of justice—poor old blind justice! What a distortion of her attributes! Don't let anybody give you an opiate, my Brother; our future depends upon attention to our requirements. Eternal vigilance is the price we must pay. It don't cost money; only persistent, bulldog tenacity; that's all. If you haven't it, go somewhere and get exposed, so that you will catch it.

Excuse me, but I find I'll have to head in on this branch and do a little work, viz.: the mail crane. I believe that if this was taken up with the P. O. Department, that at least, mail sacks would not be hung out for three and four hours at a time before the train which caught them arrived, as I have seen them. Besides nearly every division has one or more victims of this more recent menace. Men have their eyes knocked out, arms broken, besides being maimed in many other ways. Men have been known to be caught by the handkerchief around their necks and have their necks broken in consequence. This is a greater menace because of the fact that engineers and firemen are usually looking for signals when passing through towns, and the head brakeman often gets part way down the side of his train because of the smoke rolling over the top which prevents his seeing the anticipated "high sign." Thus we find the railway service getting more intricate as time passes. Instead of reducing these things so that the trainman may be more free to operate his train safely, they become more complex continually.

Fairbury, Neb.

SWART.

Editor Railway Conductor:

The subject on which I wish to talk and hear expressions from the Brothers generally, is that of the reserve fund we are creating by an assessment in September of each year. Brothers, it seems to me like the worst kind of financial wastefulness to

have the large sum of money that is already accumulating lying in idleness, and as is said of the horse left standing in the stable, eating its own head off. And now that Grand Division time is approaching I think the matter should be taken up and well aired in the subordinate Divisions, and their delegates instructed with a view to finding a solution to the problem.

My idea is that the money should be invested in some manner to be decided by the Grand Division and entrusted to the care of a committee appointed or elected for that purpose, and thus, instead of lying there out of circulation, it could be made to bring in a revenue and be of benefit to the world generally. For instance, I see no reason why we cannot build a fine building for our headquarters, and thus not only save the expense we now have, but realize a return for the rental of what portion we do not need for our own use; and then as more money accumulates we could erect other buildings in good cities throughout the country, so that we would soon find our assessments begin to decrease instead of being on the increase, as they are now. And it would only be a short time until we would be of such sound financial standing that we could not help but command the respect and admiration of all, and our prestige would be much greater. We would not by any means lose any of the effects or benefits for which this fund was created, for good real estate is always first-class security, and we might better pay interest on any money we might need than to have it lying there with no chance of increasing only as we go down in our pockets and add our hard earned money to it.

Brothers, this is no experiment or wild cat scheme by any means, but a system that has been carried out and thoroughly demonstrated by fraternal orders and insurance companies all over the world. And most especially have the Masons proven its efficacy, and we need only examine the statistics to see with what success they have been rewarded.

And now, Brothers, I would like very much to hear from any and all of you on this matter. I am unfortunate in being on a run that makes it impossible for me to attend Division meetings, but I never let an opportunity go by to talk the matter over with the Brothers I come in contact with, and think if all of you will do the same, our next Grand Division will see the proposition settled to our entire satisfaction.

L. W. JONES.

El Paso, Tex.



Editor Railway Conductor:

The meetings of Division 314 have been fairly well attended and the Brothers all seem to have taken a deeper interest in the welfare of the Division, as we have already added three new members to our number by initiation and one already balloted for and three propositions at our last meeting, which is certainly encouraging. Now, Brothers, let us all work in harmony together and show by example and precept that we are Brothers, not by name only, but Brothers at heart. We gave an entertainment in honor of No. 9, L. A. to O. R. C. and visiting Brothers from Divisions 114 and 177. We all spent a delightful evening and were highly entertained by Mr. Shaw, the manipulator of the interlocking switches at Glenfield, who is un-

doubtedly one of the finest elocutionists in this part of the state. The committee are certainly to be congratulated in securing Mr. Shaw for this occasion. After this progressive euchre was in order, followed by a magnificent lunch consisting of sandwiches, hot coffee, fruit, cake and ice cream, which was enjoyed by all present.

Allegheny, Pa.



MAJOR.

#### Editor Railway Conductor :

Although we are in no mood to write, owing to a very nervous condition brought on by recent sickness, we feel it a duty we owe to Division 44 and its members to do what little we can, as they have been so kind to the writer in many ways, and hope and trust they will overlook the poor excuse we have to offer. Yes, we have been pretty nearly laid on the shelf, right, but hope to improve with age.

Our old friend, Brother Sam Stewart, had a nice letter in the January CONDUCTOR, which proved him to be a hot member from the old school. Brother S. has embarked in the rug industry and we hope he will prosper. Brother Andy Ingling was home from Rawlins for a few days visit the first of February and is looking fine after so long a diet of Wyoming wind and sage brush. Brother W. W. Hinkley was laid up quite a spell during January, owing to a painful accident caused by stepping off a depot platform, but is again inspecting coupon tickets of long persuasion. Brother Lee Howell had his run. Brother Jim Cahill was off on a lawsuit for some time, while Brother Harry Horne conducted his run on the great "Overland" route.

Colorado has been infested with much sickness the past winter in nearly every part of the state, and smallpox and other contagious diseases were prevalent in many places, but the scare seems to be near its end. Brother Sam Ewing's wife has been a sufferer from rheumatism for a year or more, but glad to say she is able to be about once more. The wife of Brother Wm. McCune has been in a very critical condition, having to undergo a surgical operation, but is very much improved. We learn from a step-son of Brother Geo. Schignar of this Division, that he is doing well with the Rock Island folks at Goodland, Kas., and is rapidly gaining flesh on three "squares" a day of prairie chicken, corn bread and mince pie. Our old college chum, "Pinkey" Muir, together with two other burros, recently came in from Pueblo and related one of the swiftest rides of the season. The two other donkeys we speak of belonged to a theatrical company and they and "Pinkey" were put in a car together at the rear of train, and when "Billy" King dropped 'em from Palmer Lake to Denver, a distance of fifty miles, in that many minutes, including stops, and around some of those sharp corners the burros changed ends quite often and it was "heads and tails" all the way in, until the situation became so alarming that "Pinkey" had the disposition of remains, funeral expenses and his will summed up when the train stopped at Union depot. "Pinkey" is one of the old land marks of early days and is brakeman, switchman, conductor, or whatever the case may demand: knows everybody and everybody knows him; as happy with \$2 in his pocket as most people

are with \$200; and has friends everywhere. He promised to keep us posted as to what the boys were doing on the R. G. in the future, so that we might give them a little touch-up occasionally; hence this free writeup. Brother Charley Gardner, our S. and T., is doing very nicely and is much improved under electrical treatment. Glad to see it, Charley. Brother Lou King, of the B. & M. passenger run to Lyons, has returned from a health recruiting trip through Texas, looking very much improved. Brother George Hackett conducted the "Buckwheat" and ladies in his absence.

Our Division is gradually building up a good membership, our financial part safe and we have "dough" in the cupboard, so what more can we ask? A typographical error in my last letter made Brother Billy Mastin's name appear "Martin," giving the credit of the write-up to another doctor in the same building. The letter in the January CONDUCTOR written by Trout-Eater, in which he invites the attention of the Order to that sunny, southern clime as a suitable location for that class of us old "bad orders" that can't "cut the chase" any more, although there are many that could still "cut 'er" were they not "side-hobbled" by the "red tape" of so many of our railroads, and it would be a long time before some of them would need the shelter or protection of the home, farm, or factory contemplated, and perhaps never; yet, there are many, as we all know, who are utterly incapable of earning a livelihood for themselves or families at scarcely anything we know of in these days of competition, and you, I, or any of us, can cite many cases where some of our members have reached the highest round of the ladder usually obtained by conductors—a passenger train; should they fall, could not live to exceed ninety days without work and be square with the world. Yet, many will say: "What has he done with his money?" While, perhaps, the poor fellow has lived as economically as he knew how; yet, bad investments or other misfortune has brought about this condition, and with no rich relation or other means to look for aid, is left in a more critical condition than a child, for there is most invariably some one who will care for a destitute child, but not an old person, so it looks very much as though some provision will very soon have to be made to overcome this state of affairs in which many of our members are in danger of falling; yet the best plan for the protection of the old and disqualified remains to be decided by wiser old heads than this one. But should a home or farm be decided on, a land like Trout-Eater describes, would be the ideal spot of our fancy to locate the old gentleman and his family. Those that could not promote the growth of a hill of spuds or string beans, might be expert fishermen or set their trap for a mess of oysters occasionally, which they could readily "swap" to the Brother who was horticulturally inclined, to say nothing of having something to ward off the "blues" that would undoubtedly prevail if they had to idle the time away. Although we glory in the spunk of Brother Osborn in his untiring battle for the welfare of the ancient conductor, we hardly think the shoe and clothing factory could be made to sustain itself any great length of time, for the simple reason railroad men, like many others, are too indifferent about supporting such a thing.

Yet, Brother Osborn, if you think you have a good thing, why, push it along. We hope to see the home question settled to the satisfaction of all at St. Paul. The age and physical examination problems we would like to see adjusted with all of our railroads, that our dear old cotton-haired Brothers may have a few years more to accumulate wealth on the rail, educate their children and then die with money in the bank, but we fear some of our hopes will meet with disappointment.

What has become of the correspondent of Division 23, L. A.—Sister Kissick, where art thou? Would like to hear from you good people. Brothers Frank Conboy and Natt Walker were in from their long insurance tours getting acquainted with their wives and little "con's" and Walks' the latter part of the short month. We notice our neighbor Divisions at Colorado City have some lively writers who are onto their situation. Come again, Brother Hamilton, and "Little-Ute-afraid-of-the-buckskin-police." Our friend, "Muskrat," has left the humble field of a prose writer and directed his talents to poetry and seven good verses relative to the Hot Time we are going to have at Saint-A-Poula, appear under his ratship in the February CONDUCTOR.

HOT TAMALES.

Denver, Colo.

#### Editor Railway Conductor:

I promised to have some news this time from Division 242, and before I get through you will think we are all news. Well, Sam Berry is Chief and he is quite capable of handling the mallet, and as I said before, Harry Washburn is bringing us all to time as S. and T. We are having some fun with Jim Nidd and Dan Cameron. The smallpox is traveling on some of our trains and of course Jim and Dan had to get run in for a couple of weeks. They are marks now for the roasters and if any man deserves to be roasted it is Jim. He would not do a thing to the rest of us. Our old standby Harry Dreany has decided to work for Harry Dreany only from this out, and is putting up one of the finest buildings in the Canadian Soo. Our committee has been down to Montreal to interview our general superintendent renewing our schedule, and while they did not get all we wanted, still they succeeded in getting an increase for the conductors of fourteen cents per 100 miles, and a half a loaf is not so bad when you are hungry. Besides improving some of our conditions, and what is still better the boys and the officials understand each other. The men will do their utmost to give the company the best possible results, and the officials recognize this. Of course we will get what we are looking for next time. (Remember, you committeemen, the little story about the man, the little boy and the jackass.)

We had a visit from our Assistant Grand Chief, Charlie Wilkins. We were all glad to see him and shake and hear Charlie talk. He gave us a lot of valuable information about the outside Divisions and Brothers and some very good advice. Babe Edly has been holding down both Dan and Harry's runs. Well, Harry, I guess you are glad to get back to work again. You did just as much as any of us would have done, and I guess perhaps more. We expect the colonist rush to the northwest to begin soon, so we will all be passenger conductors.

Oh, Tom Reynolds got his feet cold curling, and his feet are in bed as a result. Our retiring S. and T., Brother Aubrey, has gone into the horse business. He is traveling quite a pace himself, getting in time for the horse. We are looking forward to see some eight new members soon; hurry up, my boys! you can all bring one in. We have a sporting conductor who has a little railroad of his own, L. O'Connor. He runs about twelve miles a day out of Sudbury, drives a two-minute horse; has a picnic fanning the sulphur smoke. Old man Gould and Daly are on the Soo Branch just in the same old way. Be good. W. HEWITT.

North Bay, Ont.

#### Editor Railway Conductor:

We are still doing business in Division 55, and the very fact that business is good on all our railroads seems to have inspired all, or most all of our members to make an effort to come to our meetings, and every one of them seem to want to air themselves on every question that is brought up. It has been a real pleasure to me to sit and listen to the discussion of the insurance, the home, age limit, and many other questions, all of which are of great importance to the Order, and gives the delegate an opportunity to become fully conversant with the ideas and desires of the members.

I am still of the opinion that our insurance laws should not in any way be interfered with, for I fear that just as soon as we begin to break down the barriers we now have to protect it, we have opened the door that will lead to its destruction. This we cannot afford to do at this or any time, for I believe the mutual benefit part of our organization is the bulwark of the old ship and must be kept in deep water, and not allowed to drift against the rocks to its destruction. I often wish we could see our way clear to allow many of the claims of our good Brothers, who are suffering and incapacitated from performing their duties as conductor; but, Brothers, the Mutual Benefit Department is simply a business proposition, and we cannot open the door to any claims that do not come under the strict letter of the law.

Will our good Brothers stand for one or two more "double-headers" in our assessments? I think not, and the very ones who cry out the loudest about injustice in our Divisions and on the floor of our Grand Division, will be the first to set up a howl if they are assessed any heavier to meet the requirements necessary to pay for such claims, and many of them are not members of the Mutual Benefit Department.

I hope to see the day when we can let go our jealousies long enough to see where we could have an accident insurance by taking in the five organizations, that by a proper, common sense management would give us far better accident insurance than we get today from any of the old line companies, and we all have the fullest confidence in the ability of our grand officers to manage such a thing, but don't be afraid of some one making a dollar out of it if it gives you two dollars. The "Home" is one of the questions that will have to remain in the back ground until some good Brother can bring out a plan that will meet the approval of the Grand Division and not cost the membership in general a cent. If it does, then you will

hear a howl about adding on additional and useless expense to an already overburdened class of men and again the cry will go up, "He is fixing up a good job for himself for the future." These are the things that keep back many a good honest Brother from giving up what might be a good, logical, common sense plan whereby we might have a home for our old, decrepit Brothers worthy of our organization, and a monument to its promoter, and I do hope that we have gotten far enough away from our selfishness and prejudices to be able and glad to see a Brother prosper, even at our expense, if out of his work some great good may accrue to the general good of our Brothers.

I am sure of one thing, and that is that if every member will try to do his whole duty for his Brother, leaving still in the back-ground, we will all very soon feel the effects, and conditions will be so much better that we will not have a good worthy Brother tramping the country seeking employment in vain. Let us, if one comes our way, try our best to get him employment, take him to the T. M. or Sup't and introduce him, and speak words of praise for him. Don't be afraid; he does not want our job, he wants one for himself.

I take great interest in the letters in THE CONDUCTOR; there are many opinions expressed, many of them good and worthy of a great deal of thought. Boys, don't forget that, after all is said, the O. R. C. sifts down to simply a business proposition, and everything we do must be done on good, sound, business principles, by good business men, and we have them in our Order who are tried and trustworthy. So, don't stand on the street corner and kick, but come to your Divisions and tell your troubles there, and you will soon find out that it is not your Division, the Grand Division, or the officers who are to blame for any of your troubles, but simply yourself. Mr. Kicker, come now and try the remedy; come to your Division.

Kansas City, Mo.

W. WELCH.

#### Editor Railway Conductor:

Division 124 is in a flourishing condition. The new Divisions organized at Salt Lake and Evans-ton reduced our ranks somewhat, still we have very nearly held our own as to membership. We still continue to initiate a candidate occasionally, also have received several by transfer. Our attendance at Division meetings has been very fair of late, but is not what it should be. I see in the January issue of THE CONDUCTOR a communication from Brother Farrell, in which he makes a suggestion, and then adds, "No doubt this will create a howl." Why should it? By all means we should have a different colored card for Brothers not in active service, and still a different one for freight conductors, and yet another color for those engaged in yard service and brakemen, and some special color for passenger conductors. True, perhaps three-fourths of the Brothers who are out of employment have been engaged a greater number of years in actual service than either Brother Farrell or myself, and have been members of the Order a greater number of years than either of us, still that is no fault of ours. They have no business to meet with accident and get discharged, and if they do, they have no right to get

old (beyond the age limit) or allow their eye-sight and hearing to become defective, which would make them ineligible to secure employment with any other railway company. I think I am safe in saying that there is but one opinion on this side of the river, viz: That the one card with one color, like our present G. C. C., has proven beyond a doubt satisfactory. Referring to the Wilkesbarre circular: So long as we are compelled to steer our Grand Officers up against railway officials who receive, as compensation for their services from three to ten times as much as is paid our Grand Officers and expect them, as we do, to be just a little brighter on the settlement of any questions that may come up between themselves and railway managers, I think it would be advisable to let the question of salaries severely alone. I take it that Brother Good Wages hit the mark squarely when he called it a calamity howl without the calamity.

At our regular meeting for the election of officers the keeping of Division 124 was placed unanimously in the hands of the following Brothers: E. S. Crocker, C. C.; H. I. Charter, A. C. C.; O. J. Smith, S. and T.; S. H. Tracy, S. C.; J. B. Milan, J. C.; Ed Boyd, I. S.; J. G. Douglas, O. S.; H. I. Charter, D. L. Boyle and A. M. White, Division Com.; James Cassin, Legislative Com.; H. I. Charter, Delegate; A. M. White, Alternate; H. I. Charter, Cipher Correspondent.

Ogden, Utah.

COLORS.

#### Editor Railway Conductor:

At the last regular meeting in December of Division 17 the following Brothers were elected officers for 1901: A. Johns, C. C.; J. Hollinger, A. C. C.; C. Mitchell, S. and T.; A. Ross, S. C.; R. Boundy, J. C.; J. Rogers, I. S.; J. Stanton, O. S.; C. Mitchell, Alternate; W. J. Grey, Delegate.

The annual ball held by the members of Divisions 17 and 345, was as usual a brilliant affair. The success and result are very flattering to the committee and fully repay them for their labors. Among those present from a distance were Miss Clarke, Montreal; Brother and Mrs. George Pike, Port Arthur; Brother and Mrs. McConachie, Brockville; Dr. John McMahon, New York; Captain and Mrs. McDougall of the S. S. "Athabaska," Owen Sound; Superintendents Williams and Bell of the G. P. R.

On January 6th there was a large attendance at Division 17, including members from Divisions 344 and 345 to greet our Grand Senior Conductor, to whom we are at all times pleased to do honor. Brother Wilkins gave us a stirring address confining his remarks principally to the present prosperous condition of the Order. He stated that never in its history was there a prospect of a brighter future. Our Grand Officer was in exceptionally good form, and was never heard to better advantage. At the close of the meeting a unanimous vote of thanks was tendered Brother Wilkins, and well deserved expressions of confidence in all our Grand Officers were eloquently dwelt upon. Loyalty to the Brethren is ever a good thing, and I sincerely hope that the same spirit of loyalty will be shown to our Grand Officers next May at the meeting of the Grand Division that has been so nobly illustrated to us of late, and great will be

the victory for the Order. All are men of acknowledged worth, who can be looked up to with pride and with much reverence.

Much of both public and private interest of late have had to bow to the interest of war, and, judging from the newspaper reports, the great war between England and South Africa is at length drawing to a final close; and there are signs that before the year is much farther advanced, peace may be proclaimed. So say we all of us. There are many sad hearts around us, mourning the memories of departed ones, and others who are and will rejoice over the return of their loved ones, and none more so than Brother C. Mitchell and his estimable wife, who are looking forward to the return of their son, Dr. John Mitchell, who left here for London, Eng., to take a course in some of the leading hospitals. Dr. Mitchell, after having been in England about two months, accepted an appointment offered him by the British Government to go to South Africa, and was on the Hospital Trains Staff continually for five months, after which he was transferred to the hospital staff in Cape Town, where he received favorable comments for his skill and courage, and was one of the favorite doctors with the wounded. "They all loved Jack."

Saturday, February 2d, will pass into the history of the Dominion of Canada as a day unique and alone in all annals of our national life, for it saw an expression of spontaneous and heartfelt sorrow at a great loss that could not be surpassed in the experience of our people. Throughout the length and breadth of the land, the citizens of all creeds and denominations joined in solemn service for the illustrious dead, that served as the most touching of all tributes to the worth and goodness of our late Most Gracious Queen. To say her late Majesty's death has wrought intense and lasting sorrow in the hearts and minds of all her subjects, is but an inadequate way of expressing the deepest grief that exists throughout the Empire. She was a Queen indeed—a great and noble Queen in every sense of the term, not only in name, but in word and deed. Every act of her long and glorious reign, has been characterized by that true nobility which seeks first the welfare of her subjects and the progress and prosperity of her people. Because of this and other noble traits, Victoria had endeared herself in the hearts of all her subjects, peer and peasant alike, and has made the word "Queen" a synonym of goodness, truth and nobility.

Brother Wm. Hassard has for a long time contemplated making a change from railroad life, and finally has done so by going into the hotel business. A better member was never initiated in the Order; ever ready and willing to help a deserving Brother and to assist in every possible way the best interest of the Order. We are indeed sorry to lose him from among us; so much so, that we would like on this occasion to dispense with Section 30 of the Statutes. Several of our Brothers have been laid up for some time from one cause or another. Lagrippe has prevailed here quite seriously; but I am pleased to say all are now improving and in a fair way of recovering.

Toronto, Ont.

W. J. GRAY.

Editor Railway Conductor.

As I have mentioned a few of the Brothers that

are rather windy at times, I will now speak a word of myself. In my business I am expected to do a great deal of the wind work, being one capacitated as an insurance agent for the past four years. I deem it my duty to attend to everybody's business as well as my own. It is immaterial to me what they call me so long as I am called to write an application for an accident policy. Years ago when I was connected with the Pan-Handle, between Columbus and Dennison, I was named talking machine. Some time after losing out on the P. H., I connected myself with the L. & N., between Mobile, Ala., and New Orleans, serving that company five years. I am now glad to know that I am windy enough to make my living in another way, other than working on the rail for railway officials, and I only hope that some of my Brothers in the Order would only think the same, as there is nothing like having a position where the call boy is not needed.

The general committee of the Baltimore & Ohio system met in Baltimore the 6th of February, and was in session for a week. The work done was something wonderful, especially for the Brothers out of work at Newark, O. Five Brothers out of six were reinstated, and before this comes to print will be carrying the bills on their respective divisions. Brother S. F. Moore, who was in attendance at Baltimore with the general committee, made his report to Division 166 on his return, and a vote of thanks was extended him by all the Brothers present. Brother Moore is a wheel horse, and when he gets started and says it is so and so, it must be so, and will leave no stone unturned until he is satisfied that nothing farther can be done.

Division 166 had a visiting member the 17th of February in the person of Brother Butterworth. While William is a member of the above Division, it has been so long since he was at a meeting he was good for sore eyes. After the order of business was gone through he was called on for a little speech. He responded manfully, and the excuses he offered were accepted by all present. Bill is very popular with the traveling public, and is a hale fellow well met, and is always glad to do everything in his power to assist a Brother, especially a true blue one. Brother John Ellis, who is handling the punch between Newark and Cincinnati, is another Brother that is very popular with the traveling public. He always has a smile on his face for those whom he comes in contact with, and it is a great pleasure to him to try and please every one. The proprietor of the D. hotel at Columbus says he is the real thing, and I confess I think so myself.

A. F. HENLEY.

Newark, O.



Editor Railway Conductor:

Brother Hubbard, who was one of our best members, transferred to Division 239, and all the boys in that Division will readily see that they have a good, faithful member. Brother Murray has recently transferred to 254. This Brother is an honor to any Division to which he may belong, and we were all sorry to see him go. There is some good material on the "3-1" in the way of good members, who are going to transfer into Division 118 in a short time. They would have transferred long ago, but as the management of the "3-1" system



had not fully decided until recently how many new runs would be put on to do the extensive business that the new extension has created. It has added several new runs, and I think that nearly all the O. R. C. men are in charge of trains. The passenger service has gained one more conductor and it caught Brother Crabb. A prouder conductor never wore a blue suit than Brother C., and we are all glad to see him get to the front. The freight division has been changed from Streator to Kankakee, and this is a great blow to most of the boys, as some of them have property in this city and many acquaintances to leave if they move to Kankakee. The enginemen and all have a very melancholy appearance around Kankakee, but they are all in hopes that the Division point will return to Streator. The Santa Fe system alone turn over to the "3-I" over 100 cars of meat every day, to say nothing about dead freight and all the freight heretofore taken from the Q is picked up on their lines connecting with the the "3-I" west of here.

Brother Lankford received injuries about three months ago from which he has not fully recovered, but we hope to see him about soon, as "Hebe" is a No. 1 man wherever you find him. The line we run over was all laid out and surveyed by him, and he is amongst the early runners, in the days when Jenney couplers and air brakes were never thought of. Brothers Anderson and Wilcox are laid up with the gripe and are off on a furlough. Brother Clendenen is still laid up with the gunshot wounds he received over a year ago, but we are glad to say that he has recovered so as to make a very satisfactory settlement with the accident insurance company that he had taken out a few days previous to his being shot. The Railway Officials, of Indianapolis, paid \$1,500.00 for time laid up, and also gave him a territory to work their insurance on, so as to bring him home every night. He is not able to resume his former passenger run yet. Brothers Bledsoe, Custer and Summers are employed on the Santa Fe system and get to Streator occasionally and attend our meetings. Brother Rundell is working on the C. & E. I., and Brother Christopher is working out of Benton Harbor, Mich.

The 18th of February, the most enjoyable time ever had, was witnessed by the enormous crowd that attended the first grand ball given by 3-I Division 118 and the L. A., Pride of Streator No. 104. We all danced until nearly 4 o'clock a. m. The grand march was led by M. McNamera, who holds one of the head offices in the building occupied by the "3-I" at Kankakee, and Miss Shepler, of Chicago, a former Streator lady. Both of the people in question have hosts of Streator friends and acquaintances, and a better selection could not be made. The grand march was composed of 120 couples, and every one said they never enjoyed themselves more. The hall was elaborately decorated with emblematic colors and designs and everything wore a gaudy appearance as the great throng swung their partners. To the lookers-on from the balcony of the great hall was almost as much enjoyment as the principal actors, for their countenances showed it plainly. But one thing put a damper on the dancing for a short time was when "Hutch" said supper was ready. They

all made a rush for his resort, where everything in the way of eatables was served, and many other restaurants in town reaped the benefits of a great many who could not squeeze in at "Hutch's."

The most important feature of our Division is its officers elected for the year 1901, and are: Brothers Crabb, C. C.; Clendenen, A. C. C.; Gates, S. and T.; Kliphouse, S. C.; Anderson, J. C.; Fink, I. S.; Larimer, O. S.; Kimball, Crabb and Larimer, Division Trustees; Fink, Larimer and Kingley, Local Com.; Larimer, Delegate; Kimball, Alternate. I wish to leave a little space for someone else, and I think that this method may bring some of us nearer to the good workings of our Order.

Streator, Ill.

NEW EXTENSION.



Editor Railway Conductor:

The Brother from Elkhart, Ind., has a good letter in the January CONDUCTOR, and I fully coincide with his views advanced in dividing the territory of our membership into districts and the delegates elected by the several Divisions of each district select a delegate to the Grand Division. This course would greatly reduce the expense of our Grand Division meet, and expedite business at the same time. Too many are often in each other's way, especially if all are like myself—want to have a say. I look upon our Grand Division meetings with a similar business-like importance to that of our National Congress, and instead of having these Methodist itinerary meetings, and good time jollifications, accepting invitations from beer breweries, boat excursions, etc., we should go for business only, and each delegate go prepared to push some good measure through, which will not only stand as a monumental honor to his efforts, but a credit to those who sent him. Brothers, it's from this source we must look to for our daily bread. Times are not what they used to be. I hear the old veterans say how they used to lick their superintendents, get drunk and go home as mad as a "biled owl," and were sent for to go out the next day on their regular run. I don't think any road would put up with such conduct nowadays. Why, they will fire you now for fighting with your brakeman. We must look these matters square in the face and from an intelligent standpoint. As the Brother has correctly said in drawing the comparison of Division No. 1 with 375 members, and No. 23 with only 10—No. 1 only costs each of its members 26 and 2-3 cents, while it costs each member of 23 \$10.00. Division 275 is now confronted with this financial embarrassment; in summing up our cash after paying special assessments, and an extra legislature assessment for last year in fighting the double-header bill before the railroad commission, it is thought by many of our members that we will not be able to defray the expense of sending a delegate to the St. Paul meet. Our membership is small, and several have been turned out in the cold by the officials of the company, to look for green pastures, and it is not right to crowd them with extra assessments when they are braking, and some in foreign lands. Let's have a free expression from all on this subject and a permanent home. If we do not see proper to convert our surplus funds to building permanent quarters, with our twenty-three thousand mem-

bership, a small assessment levied upon each member would soon start the stones to rolling. Old line life insurance companies find it profitable in investing in large rental buildings. In a great many large cities can be found large office buildings, owned by the Equitable Life Insurance company, as an investment. I favor this in preference to all the suggested plans of investment for our surplus cash. Office buildings in St. Louis are in demand, and rent for good price. The money accruing from the rental of offices would help defray the expense of publishing THE CONDUCTOR, and there is no reason why the Order should not own a large printing establishment.

Brother Editor, you have misinterpreted me when you say I object to working with the other orders. But I do object to the conductors holding membership in any of the other labor orders, and I am of the opinion that many who now differ with me, will some day see the error of their way.

I am in receipt of a letter from Brother G. B. James, former secretary of Division 290, my old home, in which he states that he has tendered his resignation to the Illinois Central company, to take effect the last of this month. He will engage in the lumber business with his brother at Baton Rouge, La. I regret somewhat to lose Brother James from active service, yet am glad to know that he has assurance of a living outside of the railroad service. Brother James made a good member while in active service, but he may lose sight of our Order since embarking in other pursuits. Success to you, Brother, in your new field. Please put out your green flag, for we may be a little late. In the same letter brings the sad news of Engineer Wilson dying at his throttle, supposed to be asleep, passing through a station ahead of time, while an extra was running with great speed to make this station for regular train. The fireman died without making a statement. Conductor Will Foster had taken the time of the station just passed for the approaching one. So ends the railroad career on this great system of a model young man, whose equal for good morality and genial disposition it has never been my pleasure to meet in the railroad service—another warning against sleeping on duty, and also for drinking on duty.

Brother T. S. Hamlin writes from the land of flowers and orange blossoms, and states that it does not cost an O. R. C. member and his whole family a cent to ride over the Plant system of railroads. Among the early acts of General Superintendent Denham was the issue of instructions to the division superintendents to furnish O. R. C. members with transportation. This makes me feel proud of our Order, and where we have such nice treatment we can afford to work for less money. It is understood that the S. A. & A. P. is a hard road for our members to get transportation over. I must freely confess that I am not at all proud of the honor of being employed by the S. A. & A. P. railroad company, yet I have been kindly treated by the officials, and am confident I can get transportation for any Brother over this line. The reason for such strictness is this: the company has train auditors who get on at unexpected points and check up the conductor. Brother Dan Chambers has left us for Big Springs, Texas, after just transferring to 275. Your humble scribe has just cast his lot with the high heel and broad brim "som-

breraro" fellows of 275. Brother Ellis, our secretary, is a worker. He received his schooling from a good road—the I. C. He has requested the transfer of Brother W. H. Granett, of Division 149, Jackson, Tenn., who has cast his lot with us. After many years of service with the M. & O. railroad out of Jackson, Brother L. A. Smith has left the service of the S. A. & A. P.; also Brother Dan McCarty (a jolly good fellow), and he is now studying the Spanish language and working for forty-seven cent dollars. Brother John Bush is running out of Houston on the H. E. & W. T. Frank Spinks has just returned from his old stamping ground in Florida, and says the old home is not what it used to be. Emery Brown, our worthy S. C. from the Quaker state, late of the I. C., is holding down the Corpus Christi local by the assistance of three conductors (seniority and early promotion). He thought it a funny joke to say that he hadn't a brakeman on the crew, but I could not see where the fun came in. Brother J. B. Harris of El Paso Division came through last week, was given a job, but did not last much longer than the snow ball. Brother Osborn has been laid up for some time, caused from hand-hold pulling off side of car. He is in bad condition. He sued this company for \$40,000 damages. Brother J. W. Jones has not been able to work for some time. Our meetings are looking up, and why not! There is no excuse for not having a quorum when four conductors come in Saturday night on local. Our efficient secretary is holding down the Cameron local.

Secretary Allen, of the legislative board, keeps us posted on the movements of the state legislature, now in session at Austin, and the double-header bill was expected to come up on the 26th of February. Brother E. P. Curtis is our lobbyist, and a good one.

I extend the hand of congratulation to Division 245, Arkansas City, Kansas, in their wise choice in electing Brother Reed its Chief Conductor. He is, as we say down here near the border of Mexico, an all right hombre; and away across the sand deserts to the Pacific coast, I notice the election of Brother Speakman to the same office of El Capitan No. 115. "Speaky," I shall not forget my experience in jumping the foot board on Bay Shore switch engine with you and Jack. I can almost taste that clam soup now. That was a snap job. I was almost forced to leave in self-defence.

Yoakum, Texas.

J. R. SCATES.



#### Editor Railway Conductor:

Division 1 is prosperous; the membership grows and with it enthusiasm for the good of the Order. There is an acumen in the members that there is something more to be done in the Order, than to read the minutes of the last regular meeting, and discuss bills. Our Division is prepared to join the other Divisions of the railway brotherhoods, in trying to shape legislation, that will insure to the company, as well as to the employees, their full share of justice. The garnishee law as now enforced in this state is a menace to public welfare. The reduction of freight and passenger rates will result in the reduction of the forces, or wages. Many of the members believe that it will take a state law to stop the railway companies from running such long trains; it is an every day

occurrence to see 110 or 115 cars in one train, two brakemen, one conductor. Where will this end if the law does not stop it? The city ordinance of Chicago says twenty cars, but the law is not enforced. In my judgment, fifty cars is the maximum for two brakemen and one conductor to handle with safety. In the state of Illinois there is no law compelling railway companies to equip their cars with the automatic coupler; true, there is an inter-state law, but that is easily overlooked by the corporation, affirming that the car without the automatic coupler is only used in state business. In this state we have 88,620 men employed on the steam railways; what a power in voting strength; will it always be so satisfied? Will the law-making power be forever in the hands of the legal fraternity?

Brother N. B. Travis of Division 376, Brother Ben Wood of 261, Brother A. L. Batshel of 135, Brothers John Fowler and C. Wiltred of 293, Brother P. Campbell of 113, attended our Division, Sunday, the 17th of February. The B. of L. F. dance at the Auditorium the 28th of February, was a grand affair. Brothers Bradley and Goding done themselves proud; everyone seemed to enjoy himself; many beautiful gowns, graceful dancers, and pretty ladies. Brother Warren is back from attending general committee work at Baltimore, where some good results were obtained for the Order men on the Baltimore & Ohio railway. When Charley don't "fetch," tell me.

A "split switch" caused slight wreck in Division last Sunday. Brother Andy Connors got ten demerit marks. At the last meeting of the Division Brothers Kilpatrick, Lacey and Ray were appointed to draft call for Railway Congress to frame a bill in the interest of the employees. There seems to be a growing desire on the part of the men to urge legislation favorable to the employees' interests. It is the purpose to ask each Division of all the railway brotherhoods to send a representative to Springfield, Ill., some time in April and there decide on such bills that will meet the approval of all concerned, and get it pushed through the 42nd General Assembly.

A committee, comprising the officers of Division 1, with the addition of Brothers Kilpatrick and Ray, will have charge of the delegates who pass through Chicago enroute to the Grand Division. Arrangements will be made for all if Brother Charles Warren, our Secretary, is advised. Now, Brothers, don't put this off, but advise number in party, how long you want to stop, what you want to see, who you want to meet—and any other "old thing" that we can do for you. The Palmer House will be headquarters, unless otherwise notified. A special rate will be made there for delegates, a room will also be furnished by our Division which will be in charge of the members and the Ladies Auxiliary. Brother Ingersoll, who was killed at Joliet, Ill., while in the performance of his duty, was buried by the Division, Sunday, March 3, 1901. Division No. 1 will run an excursion west from St. Paul after the close of the Grand Division, going as far west as Vancouver, returning via Salt Lake, Denver and Rio Grande, Pueblo to Denver, taking in the celebrated Loop Railway, Manitou Springs, Col., Pike's Peake, returning to Chicago, via Rock Island Ry. This trip to take fifteen days; lower

berths, \$25; upper berths, \$20; full section, \$45. This trip will absolutely be confined to members of the Order and their families. Advise our Secretary, earliest possible moment, if you desire to join us on this trip, as only few berths are left.

Keep tab on our delegate, don't try to push him against the wall, he is a good talker, and will fight when he thinks he is in the right. The alternate, Brother Winslow—well, you will know where he is from—no better member ever went to Division than he. We expect to try some new scheme to make our initiations more interesting. Drop in some Sunday and see us perform. Brother Andy Connors will direct the in-going and out-going trains.

CHICAGO.

Chicago, Ill.



#### Editor Railway Conductor:

I see that "it" is called to account, and after reading Capt. Geo. W. Barber, Sr.'s proposition in the last issue, I conclude that that sixty-seven-year-old head of his has been doing some studying on the insurance problem. He must have been hob-nobbing with some live insurance actuary. It is quite a scheme, and could be done, but the trick is to get them to do it. The endowment plan is certainly the best known safe one in the life insurance field. I am satisfied that there are quite a number of our Divisions that are financially able to carry a \$1,000.00 twenty-year endowment policy on an age beginning at 30 years. Say, Captain, find out what figures that the best old-line company will give you on twenty-year applications of \$1,000.00 each, at ages not to exceed 30 years. If the persons on whom the risks are taken are in a less hazardous business than railroading, the cost will be much less. You may have a risk on my son, who is not quite 24 years of age, and a college student.

Now, Captain, I want to refer to the proposition I gave you in the last issue. What do you think of it? I suppose you ask what am I going to do with the money after the \$500,000.00 fund is created. That is easy; just one of two things, either increase the amount of the fund, or apply all in excess of that amount to the mortuary fund for the purpose of paying approved insurance claims, which would have the effect of reducing the cost to those members who had fulfilled the conditions, i. e., paid into the reserve fund the required ten dollars on each \$1,000.00 of insurance they carry.

I very much appreciate the information contained under the head of "Mentions" as to the membership of the Order and the Mutual Benefit Department, and the amount paid to beneficiaries during the past two years. During the entire existence of the the department we have created by direct taxation and a little interest \$4,699,225.86, and have a liability of \$40,000,000.00, and about \$127,000.00 on hand to meet that liability. Surely that condition should cause us to seriously consider ways and means.

The last report of our Board of Trustees should prove very satisfactory in that it gives in detail the revenue and expenditure in the different departments.

Brother Lundrigan has brought out some good points, and many others have touched on matters I would like to say something about, but as I will

have "a close meeting point" in getting this into the hands of ye editor and author. I better quit.

St. Thomas, Ont.

W. H. INGRAM.

✪  
Editor Railway Conductor:

Division 334 is in a fairly prosperous condition with a slowly increasing membership. Last meeting two were initiated, and we still have three or four petitions out in the hands of good men that we may hope soon to make members. Our new Chief has stirred up some of our luke-warm Brothers for non-attendance. One of our unmarried Brothers who had not shown up in the Division room for many moons has returned to the fold and manfully owned up that if the girl had not gone back on him, he would probably have lost out in the Order. He was promptly excused—Brothers Keys and Jordan said they used to be that way themselves, but that must have been long, long ago.

Business in this district is unusually heavy for this season. When business is heavy accidents are more frequent, consequently every now and then some good Brother has to walk the plank. A few good men could get work here—understand that work here means all and a little more than you can stand. There are a few members of the Order on the Birmingham Southern, which is the old T. C. I. & R. R. Co. It is a short, but very busy line. Pratt City is headquarters for our district, where Brother W. F. Kernan is general yardmaster with jurisdiction over Pratt City and Ensley, which is a great manufacturing center, having five large iron furnaces, ten open hearth steel furnaces, a large foundry and machine shop, the Alabama Steel and Wire Mill, a large semet-salvay process plant and many minor industries. The Birmingham Southern belts the business of all roads entering there, which are the Southern, the L. & N. and the K. C. M. & B. This keeps both day and night crews busy. The Birmingham Southern has just learned that the old link and pin coupler must go—consequently cars coming out of the shop are equipped with automatic couplers. Until all cars are so equipped the well known yell "two links and four pins," will often be heard.

HARRY T. VAUGHAN.

Avondale, Ala.

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Editor Railway Conductor:

I have been somewhat interested in the occasional discussion of seniority, and for my part I fail to see much in it to commend it to intelligent men. It does away with personal merit when it is absolute in its sway. There are very few men who do their best work without the incentive of recognition of personal merit. If every one knows that he will be promoted in his turn, regardless of his fitness, it will starve his ambition and curtail his best effort. He will be just like the wheel of a machine. On the other hand, if one knows that merit wins, he is more likely to strive harder to be worthy. The argument that it gives every one an equal chance is not altogether true, as nearly every one demonstrates before promotion his fitness for advancement. First-class railroading requires the greatest alertness and intelligence. If we allow seniority to gain the day it will only place a number of men in positions for which they are in no way fitted. Whereas, if the merit system is kept in vogue this will not be the case.

The question of the home for aged and worn-out Brothers brings to my mind the answer an old soldier, in the Soldiers' Home at Erie, made to a friend of mine who was questioning the soldiers as to the homelikeness of the place. He said: "Stranger, home is where your friends are," and so I think if we can arrange to pay a certain per cent of the policy carried, it would be better. However, I believe it behooves us to be very careful as to our insurance. With a little experience in writing and investigating different methods of insurance I must say that I consider our mutual benefit department to be the best and cheapest, to carry with it, as it does, the feature of protection in case of accident, that I have known. We are somewhat handicapped here in regard to the attendance, as the change in the number of runs in the past few years makes it inconvenient for many to attend. I trust that this will not long be the case.

J. C. R. MURPHY.

East Brady, Va.

✪  
Editor Railway Conductor:

At the meeting of Boston Division 122, Sunday, February 17, quite a number of the Brothers attended, and quite a routine of business was railroaded through without any danger signals being displayed, and was enjoyed by the Brothers that attended. The report made of Brother Gables' case was that he was getting along as well as could be expected. The doctor had to graft some skin from the calf of his leg to put on his knee, so that will make Brother Gables all right when it heals up. Brother Greer attended our last meeting after spending six weeks in the hospital getting treated for appendicitis. Brother Joslyn's eldest son met with a very painful accident Feb. 9. He fell and broke his wrist. Brother Joslyn and wife have the sympathy of the Brothers of Division 122. It was a sight to see Brother Cleaveland going up five flights to the lost article room 539, the other day, with a hand organ that was left on his train by a passenger. I have seen most everything found on trains, but this beats them all. The boys must have given him the laugh. I learn through Brother Church that the reason that Brother G. E. Smith of 157 did not attend the banquet was he fell on the sidewalk and got a very bad black eye, and returned home a sadder but wiser man. Brother Angus McLeod, of Division 122, has been on the sick list, and was not able to attend the last meeting, and was greatly missed. Brother George Mapes don't believe in talking about working Sundays. He goes fishing Sundays. Brother Gillis' house at South Braintree was robbed Wednesday, Feb. 20, and the burglars got \$17.50 from his pants pocket, but overlooked his watch. He has secured the lease of a field piece from Secretary Long, and has fixed it so if any more burglars come, and he knows it, there won't be any need of a coroner or undertaker. There will be no expense to anybody he assures us. Brother Simpson attended our last meeting, and it was a sure cure for the grip to see him. None of the Brothers have been ailing since. He is always welcome. Brother Chuck Reed, of the Attleboro branch, is doing a good egg business, and Slavin has been doing a good oyster business, so you can see the conductors are living high. We don't have any tariff to pay so we are all right. Our worthy A. C. C. has left railroading and gone back to work at his trade, a machinist; he has some very valuable additions made to bicycles. Brother P. F. Morrison has explained some defects which he remedied, and are all right now. There is going to be debate at our next regular meeting on the air-brake question between Brothers Brown, of the B. A. R. R., and B. P. Morrison, of Worcester. Brother Morrison claims he don't take water from anybody in regard to knowledge of its workings. Trouble never comes alone. Brother Humphrey is at the city hospital in a critical state with appendicitis, and the Brothers are allowed to see him for a while. We hope for his speedy recovery. There are quite a number of the Brothers making arrangements to go to St. Paul. I should advise the Brothers to attend the next regular meeting that intend going, and Brother Baker can give them some valuable information, if they will ask for it, as there is no grass growing between here and Cedar Rapids the way he goes, and he is all right, you can bet.

AUTOMOBILE.

Boston, Mass.



## **FRATERNAL INSURANCE.**

### *Voluntary Exposure to Unnecessary Danger.*

When the insured, while asleep on top of the boilers of a steamboat, was injured by steam escaping from the safety valve, there was no "voluntary exposure to unnecessary danger" within the meaning of an exception of the policy, unless insured was conscious of the danger from escaping steam, it not being sufficient to preclude him from recovery that he had been warned that it was dangerous to be on top of the boilers.

*Travelers Insurance Company vs. Clark, Ky. C. A. Dec. 10, 1900.*



### *Mutual Benefit and Fraternal Insurance—Liability to Assessment.*

When, in an action to recover assessments, defendant, in his application for a policy in mutual insurance associations, agreed to pay all dues and assessments for which he might become liable, there was a legal obligation to pay assessments for death claims which accrued while he was a member.

*Calkins vs. Angel, receiver, Michigan S. C., 81 N. W., 977.*



### *Liability to Assessment After Suspension.*

Where the constitution of an insurance association declared that it was organized to secure insurance on its members through mutual co-operation by assessment, and its by-laws provided that a member should pay his first assessment on making application, and the same amount on the levy of each and every assessment thereafter, and that if a member neglected to pay his assessment or dues for thirty days after notice, he might be suspended, and if the delinquency continued until three death assessments had

been levied his membership should be forfeited. Held, that a member assumed a personal liability to pay assessments during the continuance of his membership, and he was therefore liable for dues and assessments levied after his suspension, but before his membership ceased, and for assessments levied after the termination of his membership, to pay death losses occurring while he remained a member.

*Provident Mutual Life Association vs. Pellisier, N. H. S. C., 45 Ab. 562.*



### *Amount of Assessment—Increased When.*

1. A provision of a certificate, in an assessment company that, after the expiration of each period of five years, the rate of assessment may be changed to correspond with the actual mortality experience, does not prevent the association or company from increasing the rate at other times, when such increase is authorized by other provisions and by its constitution.

2. The fact that an assessment company prints upon the back of its policies a table, which purports to show the amounts to which one becoming a policyholder at a given age will be subjected, does not prevent the company from increasing such rates, where the policy is expressly subject to the constitution and by-laws of the company, which give its executive committee power to make modifications in the assessments to be levied from time to time.

*Hayden vs. Mut. Reserve Fund Mut. Life, U. S. C. C. 44 Ab. 690.*



### *When a Double Assessment is Authorized.*

A law of a beneficial association provided that, if the amount received from the last assessment paid prior to the death

of a member should be less than the sum for which his certificate was issued, the beneficiary should be entitled only to the amount of said assessment. Another law provided that, where the amount of one assessment was not sufficient to pay all the claims, a double assessment might be made.

Held, that the provision does not authorize a double assessment for one death.

*Newton vs. Northern Mut. Relief Ass'n, R. I. S. C., 44 Ab. 690.*



#### *Assessments—Who Should Make Them.*

Where the articles of a mutual accident insurance company provided that the directors should control its affairs, and empowered them to enact by-laws and rules, and to appoint from their number an executive committee, who should supervise the business of the company and audit accounts, and provided for assessments, but was silent as to who should make them.

Held, that the directors had the authority through a by-law, to empower the executive committee to make assessments.

*Fee vs. National Masonic Acc. Ass'n, Iowa S. C., 81 N. W., 483.*



#### *Notice of Assessment.*

No other notice to a member of a mutual benefit association who is in default in the payment of his dues is necessary than that prescribed by the by-laws of the association, to which he has agreed to conform.

*Drum vs. Benton, D. C. S. C., 13 App. D., 245.*



#### *Persons to Whom Payment May be Made.*

When assessments are payable to a designated officer of a beneficial order, a tender to one whom he has recognized as authorized to receive such assessments is as valid as a tender to him personally.

*Supreme Lodge K. of H. vs. Davis, Colo. S. C., 58 Pac., 595.*



#### *Refunding or Recovery of Dues or Assessments Paid.*

Where step-children named as beneficiaries in a benefit certificate, who could

not take because they were not within the persons designated by the statute under which the association was organized, paid assessments on such certificate in order to keep it alive, they are entitled to an equitable lien on the fund derived therefrom for the repayment of such assessments.

*Tepper vs. Royal Arcanum, New Jersey S. C. 45 Ab., 111.*

**NOTE**—A plaintiff, in an action against an assessment insurance company to recover the amount of illegal assessments, cannot recover the amount of such illegal assessments paid with full knowledge of all the facts.

*Howard vs. Mut. Ass'n, N. C. S. C., 34 S. E., 199.*



#### *Forfeiture—Non-Payment—Notice of Time.*

Where the by-laws of a mutual benefit association provide that a member who shall fail to pay any of his assessments thirty days after the same have become due shall be notified, and, if he shall be in arrears thirty days longer, he shall be dropped, time is of the essence of the contract.

*Drum vs. Benton, D. C. S. C., 13 App. D. C., 245.*



#### *Notice—Promise to Pay.*

When, about the middle of October, the reporter of a subordinate lodge of defendant beneficiary association notified decedent in person of the three assessments due, and decedent promised to make payment before he went away to work, such personal notice was sufficient to put decedent in default, although the by-laws provided for written or printed notice.

*Thibbet vs. Supreme Lodge K. of H., Minn. S. C., 81 N. W., 220.*



#### *Excuse for Non-Payment.*

A policy-holder in an assessment company is not excused for a failure to pay assessments on the ground alone that the company has engaged in business which is unlawful in its powers, but he must further show that his obligations have thereby been changed to his disadvantage.

*Haydel vs. Mut. Reserve Fund Life Ass'n, U. S. C. C., 98 Fed. R., 200.*



# OFFICIAL CHANGES.

Geo. J. Mohler has resigned as general manager of the Columbia Southern.

C. E. Perkins has resigned as president of the Chicago Burlington & Quincy.

P. T. Ellery has been appointed trainmaster of the B. & O. at Glenwood, Pa.

Riley Williams has resigned as superintendent of the Indiana Illinois & Iowa.

L. E. Walker has been elected president and general manager of the Texas Southern.

V. B. McCarty has been appointed trainmaster of the Cincinnati & Muskingum Valley.

George B. Harris has been elected president of the Chicago Burlington & Quincy.

Russell Harding has been elected vice-president of the New Orleans & Northwestern.

Henry H. Shepard has resigned as superintendent of the Unadilla Valley Railroad.

Thomas J. Mackintosh has resigned as general superintendent of the Salt Lake & Mercur.

Frank R. Hale has been appointed trainmaster of the Indiana Illinois & Iowa at Kankakee, Ill.

T. E. Corrigan has resigned as superintendent of transportation of the Wisconsin & Michigan.

E. H. Fitzhugh has resigned as vice-president and general manager of the Central Vermont.

S. Summers has been appointed general yardmaster at Shawnee, O., for the Baltimore & Ohio.

John S. May has resigned as superintendent of the Richmond division of the Pennsylvania lines.

E. A. Burrill has been appointed superintendent of the Illinois Southern, with office at Sparta, Ill.

Willis E. Maxson has been appointed general superintendent of the Gulf Beaumont & Kansas City.

Oliver Snyder has been appointed superintendent of terminals of the Gulf Colorado & Santa Fe.

B. E. Cartwright has been elected fourth vice-president of the Pittsburg Shawmut & Northern.

H. G. Smith has been elected vice-president of the Rutland Railroad. Headquarters at Rutland, Vt.

E. G. Russell has been appointed manager of the Intercolonial Railway. Headquarters at Moncton, N. B.

Harry E. Beasley has been appointed division superintendent of the Canadian Pacific at Vancouver, B. C.

D. G. Ross has been appointed division superintendent of the Canadian Pacific. Headquarters at Ft. William.

W. S. Hall has been appointed superintendent of the Salt Lake & Mercur. Office at Salt Lake City, Utah.

W. L. Stevenson has been appointed superintendent of terminals of the Wilmar & Sioux Falls, at Sioux City, Ia.

H. L. Newton has been appointed trainmaster of Mexico division of the Mexican Central from Jimulco to Jimenez.

D. R. Hearst has been appointed trainmaster of the Mexico division of the Mexican Central from Calera to Silao.

Robert Dudgeon has resigned as superintendent of the Buffalo division of the Delaware Lackawanna & Western.

F. H. Leslie has been appointed trainmaster of the St. Louis Kansas City & Colorado. Office at St. Louis, Mo.

George G. Blakeslee has been appointed general manager of the Albany & Hudson. Headquarters at Rensselaer, N. Y.

W. T. Dobbins has been appointed trainmaster of the Atlanta Knoxville & Northern. Office at Blue Ridge, Ga.

W. H. Simms has been appointed station master at Broad Street station, Philadelphia, for the Pennsylvania Railroad.

Ben Collins has been appointed trainmaster of the Mexico division of the Mexican Central from Jimulco to Calera.

C. J. Phillips has been appointed superintendent of the Delaware Lackawanna & Western. Headquarters at Buffalo, N. Y.

C. N. Bell has been appointed trainmaster of the Grenada district and Mem-

phis terminals, Memphis division of the Illinois Central. Office at Memphis, Tenn.

W. J. Cox has been appointed general superintendent of the National Tehuantepec. Headquarters at Coatzacoalcas, Mex.

J. G. Farnham is appointed trainmaster with headquarters at Chilhuahua, vice J. A. Halstead assigned to other duties.

W. R. Scott has been appointed general superintendent of the Ft. Worth & Denver City. Headquarters at Ft. Worth, Texas.

Joseph Dickson has been elected president and general manager of the Hot Springs Railroad, vice Joy Morton resigned.

R. S. Logan has been chosen vice-president and general manager of the Central Vermont. Headquarters at St. Albans, Vermont.

R. J. Lysle has been appointed assistant trainmaster of the Pittsburg division of the Pittsburg Cincinnati Chicago & St. Louis.

W. Downie has been appointed superintendent of the Kootenay division of the Canadian Pacific. Headquarters at Nelson, B. C.

J. H. McDaniels has been appointed general superintendent of the Greenwich & Johnsonville. Headquarters at Greenwich, N. Y.

John F. O'Brien has been appointed general manager of the Jamestown & Chautauqua. Headquarters at Jamestown, N. Y.

G. J. Bury has been appointed superintendent of the Crow's Nest section of the Canadian Pacific. Headquarters at Cranbrook, B. C.

C. G. Warner has been elected president treasurer of the New Orleans & Northwestern since its absorption by the Missouri Pacific.

John J. Neifert has been appointed trainmaster of the Mahanoy & Hazelton division of the Lehigh Valley. Office at Hazelton, Pa.

W. A. Hyde has been appointed trainmaster of the northern division of the Gulf Colorado & Santa Fe. Office at Cleburne, Texas.

C. O. Dambacher has been appointed assistant trainmaster of the Pittsburg Bessmer & Lake Erie. Office at Albion, Pennsylvania.

S. N. Harrison has been appointed superintendent of transportation of the Wisconsin & Michigan. Headquarters at Peshtigo, Wis.

B. N. Bennett has been appointed master of trains of the Alabama Midland division of the Plant System. Office at Pinckard, Ala.

J. S. Norris has been appointed general manager of the recently organized Maryland & Pennsylvania. Headquarters at Baltimore, Md.

F. S. Stimson has been appointed trainmaster of the Missouri and Arkansas divisions of the St. Louis Southwestern. The office of assistant superintendent has been abolished.

T. A. Banks has been appointed trainmaster of the Paducah district, Louisville division of the Illinois Central. Office at Paducah, Ky.

J. J. Flynn has been appointed trainmaster of the Fulton district, Memphis division of the Illinois Central. Office at Memphis, Tenn.

H. E. Craft has been appointed master of trains of the Vicksburg division of the Yazoo & Mississippi Valley. Office at Memphis, Tenn.

D. C. Beverl has been appointed superintendent of the southern division of the Kansas City Southern. Headquarters at Texarkana, Tex.

Sturgis G. Bates has been elected vice-president and general manager of the Eastern Kentucky Railway. Headquarters at Riverton, Ky.

Nathaniel Thayer, vice-president of the Kansas City Ft. Scott & Memphis, has been elected chairman of the board of directors of that company.

C. D. Gorham has been appointed superintendent of the eastern division of the New York Chicago & St. Louis. Headquarters at Buffalo, N. Y.

S. K. Blair has been appointed superintendent of the western division of the New York Chicago & St. Louis. Headquarters at Ft. Wayne, Ind.

Walter Barnard has resigned as general yardmaster at Williamstown, Mass., to accept a similar position at Philadelphia, for the Pennsylvania & Reading.

George Geiger has been appointed trainmaster of the fourth district of the Kansas City Southern and Texarkana & Ft. Smith. Office at Texarkana, Tex.

H. H. Sheppard has been appointed superintendent of the Bangor & Portland division of the Delaware Lackawanna & Western. Headquarters at Bangor, Pa.

J. F. Swaine has been appointed trainmaster of the Knoxville & Ohio, Knoxville Cumberland Gap & Louisville and Walden's Ridge roads, all controlled by the Southern Railway.



When you change your place of residence or do not receive **THE CONDUCTOR** regularly, drop the editor a card giving your name, *Division number and address.*



Itasca Lodge No. 401, B. of L. F., of Two Harbors, Minn., kindly remembered us with an invitation to their ball on April 19.



Brother C. H. Gardner, secretary of Division 44, would like to learn the address of Del. A. Whedon, once a member of Division 340.



We are pleased to mention the appointment of Brother S. Summers of Division 166 to the position of general yardmaster for the B. O. at Shawnee, Ohio.



J. W. Beathard, S. & T. of Division 139 at Knoxville, Tenn., is anxious to learn the whereabouts of Brother G. W. Patterson, who was formerly a member of Division 180.



Brother H. C. Pratt of Division 44 has been appointed day yardmaster for the S. P. R. R. at Kern, Calif. The boys say, "Harry can hold it down as long as he wants it."



Will some one who has a copy of **THE CONDUCTOR** for September, 1894, which they are willing to part with, kindly mail it to the New York Public Library, 40 Lafayette Place, New York City. It is to complete a file for binding.



Among the ball invitations received by us were those from Division 194, Auxiliary 148, Division 343 and Auxiliary 145, Divisions 312, 293 and 406 and the annual charity ball given by the joint lodges of Cook county, Illinois, at Chicago.



The members of Division 47 held an "at home" on February 13 at which there were present seventy-five conductors with their friends and families. The Voice of Winnipeg gives an extended account of same which includes some very pleasant features in programme, and speaks very highly of the conductors as a class.

Brother H. L. Newton, of Division 112, and Brother J. G. Farnham, of Division 266, have been appointed trainmasters for the Central of Mexico, as stated elsewhere in this number. **THE CONDUCTOR** is pleased to note these preferments.



An error in the Mutual Benefit Department caused us to write the name of Brother A. N. Crawford in the obituary. We are glad to correct this and say that while Brother Crawford has been disabled he is still among the living.



Brother William Welch of Division 55 requests that we ask our Divisions to instruct their delegates how many members are dependent upon their Divisions for support. It is merely for the purpose of securing statistics with a view to forming an idea how the Order may consider a proposition to care for its dependent conductors.



Louise Olliver, wife of our deceased Brother J. W. Olliver, of Division 148, has discovered among his effects something of considerable value and the property of Mr. E. F. Tuttle, whom she would like to locate for the purpose of turning the same over to him. Will any one knowing his whereabouts kindly drop Sister Olliver a card to 40 Prospect st., Chattanooga, Tenn.



New Division No. 405 was organized at Proctor Knott, Minn., by Grand Senior Conductor Wilkins, on Sunday, March 3. The Division is not large in membership, but fills a want on the part of the conductors on the Duluth, Missabe & Northern road. The name "Missabe" was chosen for the Division and Brother J. A. McCurdy was elected Chief Conductor and Brother M. T. Counihan, Secretary, both of Proctor Knott.



A company has been organized in Denver in which Brother Sam Stewart, of Division 91, is interested, for the purpose of manufacturing a patented safety train register. This device is so arranged that on the change of dates the record for the preceding twenty four hours is moved under a glass and is available for check-

ing purposes, while a new record for twenty-four hours is presented for use. It is claimed that this will protect against registering wrong and thus prevent accidents growing out of that cause.

❖

Hundreds of couples crowded the great floor in the Auditorium ball room at Chicago on the occasion of the ball given by the United Lodges of the B. L. F. of Cook County for the benefit of "The Home" at Highland Park, while hundreds more looked on from the dress circle and boxes. The affair was a brilliant one, the arrangements were perfect and we are informed that it will be financially a success and that a handsome sum, representing the profits from this entertainment, will be turned over to "The Home." It was certainly a brilliant affair, reflecting great credit upon those who arranged it.

❖

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

CARD NO.	NAME.	DIVISION.
2039.....	M. L. Jones.....	36
2407.....	P. Murphy.....	313
2714.....	J. W. Thomas.....	276
3217.....	J. N. Steed.....	123
3644.....	S. G. Elrod.....	400
4465.....	H. A. Hutton.....	159
4915.....	G. W. Loudy.....	165
5148.....	W. C. Bennett.....	100
7251.....	H. Hamilton.....	260
7323.....	James Hays.....	117

❖

The "New" Lippincott Magazine for March contains, Rosalynde's Lovers, by Maurice Thompson; A Quaker-City Girlhood, by Mrs. E. D. Gillespie; A City's Woe, by Clarence Urmey; The Code of the Corps, by General Charles King; Making a Garden, by Anna Lea Merritt; At the Gates of Mercy, by Louise Betts Edwards; Two Visions, by Theodosia Pickering Garrison; The Native Races of Mexico, by Henry S. Brooks; Is it Spring Again in Ohio? by Edith M. Thomas; Lisa, by Eleanor G. Walton; At the Sarah Bernhardt Theatre, by Florence Earle Coates; A Palæolithic Wooing, by Dr. Merrick Whitcomb; When Sprucewood Sleeps, by Francis Sterne Palmer; Books of the Month, Walnuts and Wine.

❖

Referring to measures before Congress treated editorially in our February number it will be of interest to our readers to know that the bill requiring railroad officers to make detailed reports to the Interstate Commerce Commission of all accidents resulting in the loss of life or injury to persons passed the House of Representatives on March 2d and was approved by the President at noon, March 4th, thereby becoming a law.

The other measure defining the meaning of the word conspiracy and to regulate the use of injunctions was considered under a special order in the House but it was impossible to get separate action on the amendments proposed by the committee on the Judiciary and the friends of the bill preferred no bill on the subject rather than one containing the amendments proposed by the committee.

❖

Grand Chief Conductor Clark organized a new Division of the Order at Florence, Colo., on February 24th, the members of the new Division being, with one exception, employes of the Florence & Cripple Creek Railroad. The Division starts out with twenty-five members, seventeen of whom were members of other Divisions and joined by transfer. A very pleasant meeting was enjoyed and Brother Clark desires to give special acknowledgement for the acceptable and valuable assistance rendered him by Brothers Phelps and Steffler of Division 244, Brother Hamilton of Division 36 and Brother Williamson of Division 1. The thanks of all interested are also due and are hereby extended to Superintendent Rockwell for his courtesy in the form of a special train from Cripple Creek for the purpose of bringing all of the charter members to Florence for this event. Brother F. A. Beer of Florence was elected Chief Conductor and Brother E. G. Weston, 1315 E. Greenwood St., Canon City, Secretary.

❖

Cram's Magazine for February comes to us with a full table of contents, especially rich in historical articles and those of interest to students of political economy. Among the former may be mentioned "King William III, of England," by Milton Reeve; "A Boundary Dispute and the Toledo War," by E. F. Watrous; "King Edward VII, of Great Britain," by Spencer Townsend; "Honorable Franklin Price," by Editor Murray-Aaron; and the regular monthly installment of "World's Doings," by Editor Claré. Among such articles as especially appeal to the students of social or political economy may be mentioned "A Plea for Women in Prison," by Lyda Imbrie; "Woman and Her World," by Anna Louisa Stauder; "Our Foreign Commerce and its Possibilities," by Cyrus E. Allen; and "A Great Editorial Office," by Editor Murray-Aaron.

It must not be judged from these titles that Cram's contains only heavier reading. In the regular departments of "Our Young People," "In Washington Corridors," and in a number of contributed articles much is to be found that is sprightly and entertaining.

Our readers will remember the long and bitter fight between Typographical Union No. 6 of New York and the New York Sun. The following circular notice has been issued by that Union and is sent to all advertisers and organizations throughout America:

Dear Sir:—This is official notification that in the long-standing contention between Typographical Union No. 6 and the New York Sun opposition is withdrawn by the Union.

We ask you on behalf of Typographical Union No. 6 to bring this to the attention of your members at your earliest convenience. Good faith and sound policy suggest the same publicity to our peace proclamation as was given to our aggressive declarations. If any announcement more fully showing our attitude is desired it will be freely made.

Thanking you most kindly for your assistance and appreciative efforts on our behalf, we remain, Fraternally yours,

JAMES P. RAHAL, President.

JEROME F. HEALY, Secretary.



Commissioner Donald announces that the lines in the Central Passenger Association have united in the following rates and arrangements for the Pan-American

Exposition at Buffalo on May 1-November 1, 1901: 1. Regular tourist fares, same as in former years. 2. Fare and one-third going and returning same route, continuous passage in each direction, ironclad signature tickets requiring deposit and validation by joint agency at Buffalo, to be sold during the exposition, with limit of 15 days, including date of sale. 3. One fare, plus \$1.00 for round-trip, going and returning same route, continuous passage in each direction, tickets requiring validation by joint agency at Buffalo, to be sold one day in each week during the month of May, good leaving Buffalo up to midnight of fifth day from and including day of sale. The rates provided by this section not to apply from points adjacent to Buffalo where \$1.00 added to one fare will create an abnormal rate. 4. Special coach excursions. One cent per mile per capita in each direction, short line distances, continuous passage tickets going and returning, to be good in coaches only; good leaving Buffalo up to midnight of the third day from and including date of sale. 5. On all through tickets reading east of Buffalo, privilege of stop over for 10 days may be granted at Buffalo, by deposit of ticket with joint agent at that point and payment of fee of one dollar.



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Postoffice..... State.....

Be Sure and Give Old Address and Division Number.



# OBITUARY

BECK—Brother A. H. Beck, Division 98, Montgomery, Ala.  
BRUEN—Brother C. H. Bruen, Division 43, E. Syracuse, N. Y.  
BARRICK—Wife of Brother V. T. Barrick, Division 369, Parkersburg, W. Va.  
BROOKS—Brother J. W. Brooks, Division 329, Springfield, Ohio.

CANEY—Brother J. B. Caney, Division 100, Columbus, O.  
COLEMAN—Brother R. B. Coleman, Division 71, Columbus, Ga.  
COLEMAN—Brother William Coleman, Division 112, Centralia, Ill.  
CORNELIUS—Brother W. J. Cornelius, Division 362, Nevada, Mo.  
CARRIGAN—Brother D. G. Carrigan, Division 198, Springfield, Mass.  
CAMPBELL—Mother of Brother C. R. Campbell, Division 60, Sedalia, Mo.  
COPLAN—Brother Joseph Coplan, Division 139, Knoxville, Tenn.

DRIVER—Brother D. H. Driver, Division 279, Water Valley, Miss.  
DONALDSON—Brother J. S. Donaldson, Division 24, St. Albans, Vt.

EGAN—Brother J. W. Egan, Division 159, Mexico, Mexico.

FOOTE—Son of Brother E. N. Foote, Division 141, St. Joseph, Mo.

HOLLOWAY—Brother W. Holloway, Division 290, Paducah, Ky.  
HAYS—Brother P. J. Hays, Division 291, Hoboken, N. J.  
HOYT—Brother M. C. Hoyt, Division 26, Toledo, Ohio.

INGERSOLL—Brother J. S. Ingersoll, Division 212, Slater, Mo.

JOHNSON—Brother E. L. Johnson, Division 241, DeSoto, Mo.

KENDALL—Brother A. W. Kendall, Division 146, Fitchburg, Mass.

MARTIN—Daughter of Brother H. Martin, Division 100, Columbus, Ohio.  
MOORE—Brother W. E. Moore, Division 44, Denver, Colo.  
MISENER—Brother G. C. Misener, Division 353, Estherville, Ia.

NELSON—Brother F. Nelson, Division 394, S. McAlester, I. T.

REAVES—Brother M. W. Reaves, Division 361, Valley Junction, Iowa.

SHIMM—Mother of Brother Otis Shimm, Division 44, Denver, Colo.  
SMITH—Brother J. W. Smith, Division 241, DeSoto, Mo.  
SHIRK—Brother H. B. Shirk, Division 313, Tucson, Ariz.  
SMITH—Wife of Brother H. A. Smith, Division 314, Allegheny, Pa.  
SKELLINGER—Wife of Brother M. E. Skellinger, Division 9, Elmira, N. Y.  
SPINNER—Mother of Brother C. E. Spinner, Division 89, Louisville, Ky.  
SMILEY—Wife of Brother W. F. Smiley, Division 141, St. Joseph, Mo.

THOMPSON—Brother C. C. Thompson, Division 230, New Franklin, Mo.  
TURNBULL—Mother-in-law of Brother J. Roush, Division 369, Parkersburg, W. Va.

WATTLES—Wife of Brother H. L. Wattles, Division 85, Winslow, Ariz.



# THE JANNEY COUPLER

The ORIGINAL and LEADING M. C. B. Coupler. The cut here-  
with shows the detail parts of the Janney Freight Coupler,  
with the NAMES and NUMBERS of those parts, which should be  
used in making requisitions.



LIST OF MATERIALS

NO.	NAME	QTY.
1	Pin	1
2	Pin	1
3	Pin	1
4	Pin	1
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PACKAGE  
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# PISO'S For Consumption CURE

We always keep Piso's Cure for Consumption in the house for coughs and colds. The children beg for it. We have recommended it to our neighbors.

Mrs. J. T. DAVIS

Box 45, Augusta, Me., Sept. 2, 1900.

Piso's Cure for Consumption cured my daughter of an awful cough which her whooping cough had left her with. I can say that it is the best remedy for coughs I ever used.

ADOLPHUS W. PARSONS,  
Conway, N.H., Sept. 17, 1900.

# The Railway Conductor

APRIL



1900

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CEDAR RAPIDS, IOWA

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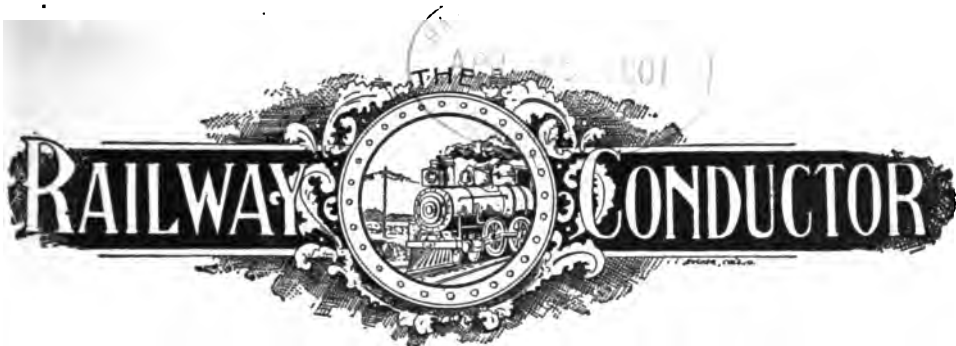
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VOL. XVIII.

CEDAR RAPIDS, IOWA, APRIL, 1901.

No. 4.

## UNDER SUSPICION.

BY W. D. ANDERSON.

"There's no use talking, boys; it's sure death for any man to take the place, and I don't believe that we've done just right in putting Tom Grave's neck in the halter simply because he is willing to act as our chairman. Now, there was Gray and Belden; both lost out in less than a year after they were elected. Now, here comes Tom, who we all know is honor itself, and who has a head longer than a telegraph pole when it comes to seein' through troubles. He will lose out same as Gray and Belden; see if he don't."

The speaker was one of a little group congregated in the conductors' room on the line of the M. & S., and seemed to be earnestly persuading his fellows that the election of one of their number to the position of chairman of committee of adjustment was equivalent to dismissal.

"Let's look at it from a practical point of view, once, Rogers. Now, when Gray went before the old man with our list of grievances, he was accorded only the most courteous treatment, and, you remember very well that he came back with nearly every request granted. I don't think that his dismissal had anything to do with it. Don't look reasonable."

"But, see here, Whatley; how do you account for Belden's dismissal in less than eight months after he took the chairmanship? One succeeded the other, not only as chairman but to the other's run. Now, Tom Graves succeeded to the run vacated by Belden, and is also elected chairman of the committee. See if old Ben Rogers' prediction don't come true."

"But, see here, Ben; there was old Uncle George Hunter, who served nearly seven years as chairman, and who held the run that Graves now has, until he died. Why didn't they tie the can to him?"

"Well, it might have been because old George had a family, and they pitied him; but Gray and Belden were single men and they let them out; so is Tom Graves a single man; now, see if he don't go, too."

"Well, I will say this much, Ben; that if the management let out Tom Graves, they will let out the best man who ever punched a ticket. Tom began with the company while only a boy, and has worked himself up to his present position. He has a cool head under all circumstances, and is just the man to control the men, for he has the respect and esteem of every one of them."

"Yes, and of the management, too, for that matter; but he will have to go; see if he don't."

As Ben finished speaking the door opened and a well built man, in the uniform of a conductor, stood upon the threshold. He was a man whose presence would attract attention anywhere. The dark eyes had a magnetism about them that seemed to penetrate, while the square set jaw at once convinced one that his was a determined character. A perfect set of teeth, white as ivory, showed beneath his mustache as he smiled. It was Tom Graves. He had just heard Ben's last sentence, and had noticed the intense earnestness in which it was ut-



tered. Then, in all the mock seriousness he could assume, he said:

"Quoth the raven: 'Nevermore!'"

There was no mistaking the heartiness of the greeting that was accorded him, and, finally, when he had taken his seat among them, they waited with equal eagerness for him to speak of the result of his appeal to the management for several desired changes in conditions. When the little group dissolved each man felt that Tom Graves was the only man who could have so completely accomplished the many knotty problems he had set out to solve.

Two hours later Tom was coming from the office with orders in hand, and making his way along the platform thronged with passengers and trucks laden with baggage and express, when a heavily laden truck, that was being pushed by two men, was seen bearing down upon a young lady. Tom's quick eye took in the situation in an instant. He threw himself between the person of the lady and the truck, pushing her out of the way of harm, but receiving the shock himself, which sent him heavily upon the platform. Willing hands sprang to his assistance, but Tom was on his feet in an instant, and assured those having the truck in charge that he was not injured. He raised his cap gallantly to the young lady, and said:

"I hope you will pardon my seeming rudeness in thrusting you out of the way as I did, but I saw no other way. The truck was too close upon you to give warning."

"I am very grateful to you, but I fear you are suffering injury in consequence; I was too frightened to speak before."

"It was only one of many little experiences that go toward making up the life of a conductor, and need not be mentioned again. I am glad if I have saved you from injury. Are you to be one of my passengers?"

"Yes; I am going to St. Louis."

Tom assisted her to mount the step and hurried away toward the engine. Soon his stentorian "all aboard" was heard, and the long train began to move out from under the sheds. Tom's work was no different from that incident to every conductor's. He passed down the aisle, can-

celling a ticket here and cutting a duplex there, at the same time answering a gauntlet of questions and courteously giving ear to this one and that, leaving a satisfied air behind him plainly marked upon the faces of his passengers. He felt that the eyes of one were upon him long before reaching her seat. As he took up her ticket, he asked:

"Are you quite comfortable?"

"Yes; quite," she answered with a smile; "but all due to your brave act."

Tom felt his cheek flush under the compliment, and said:

"I will be back presently, and I hope I can convince you that you think altogether too much of such a trifle."

When Tom returned he found the seat occupied by the ticket agent of the M. & N., who was engaging his fair friend in conversation. He heard his passenger exploiting his bravery in rescuing her from her perilous place in front of the truck, and heard the agent say that it was his (Tom's) duty to protect his passengers from dangers of this nature, and that if the fault was called to the management's attention he would undoubtedly receive a reprimand. As Tom could not longer occupy his position behind them without lending to the appearance that he was eavesdropping, he made his presence known by a hearty slap on the back of the agent.

"Why, Loomis, you lucky dog, you have forestalled me. I was just making my way toward this seat myself."

"Have you the pleasure of Miss Wynne's acquaintance, Mr. Graves?"

"Yes, and no. A little incident threw us together just before we pulled out of Springfield, which led Miss Wynne to regard me in the light of a hero; and I told her I would return when I had worked my train and try to convince her that she held such a trivial service too high."

"Yes, I have told Miss Wynne that much. We are old acquaintances, by the way, and, I might add, the best of friends. Of course, if you feel that any further expressions of gratitude are due you, I will thank you for Miss Wynne," said Loomis, with a deprecatory gesture.

"Not at all, Loomis. I am satisfied that you will explain away any impression she may entertain on that score. Any one



would have done as much, and I am quite sure Mr. Loomis would have done the same had fortune favored him with opportunity to save so fair a one," said Tom, looking now for the first time into the appealing eyes of Miss Wynne.

"Possibly that is true, but we cannot help but admire the spirit that prompts a brave deed," said Miss Wynne.

"Miss Wynne is quite set in her ideas,

enemy's battery and showed Miss Wynne that he was not responsible for the safety of his passengers while the train was under the jurisdiction of the depot master. He did not get further opportunity for conversation before arriving at St. Louis. He noted the bored look upon her face as she sat listening to Loomis, who evidently was a poor entertainer, and saw her turn her face and gaze out of the win-



NO FLAG OUT—THE USUAL RESULT. SWITCHING OUT OF STATION LIMITS. COLLISION BETWEEN SNOW PLOW AND FREIGHT TRAIN.

and I fear that I will have a considerable task to prove myself not guilty," said Tom, laughing. "She shares the belief with yourself, too, that the responsibility of the baggage department rests upon the poor conductor," Tom said, giving Miss Wynne a sly wink. "I guess we can convince her that her impressions are considerably magnified if we try," said Tom, turning away.

Tom did not deign to notice the covert sneer that Loomis gave him, although he felt the sting. He felt grateful, however, for the look which Miss Wynne gave him, as it assured him he had unmasked his

dow, at intervals, as if seeking relief from his society.

When at last the train rolled into St. Louis, Tom stationed himself at the step of the car from which she would emerge. Loomis had her traps, and was leading the way. As he took her hand to assist her, she said:

"I shall extend to you an invitation to call upon me, that I may thank you as you deserve. Will you come, Mr. Graves? This will be my address—that of my uncle," putting a card in his hand. "And I shall be at home any time to you."

Tom could not conceal the pleasure he

felt, and assured her that on his return trip he would avail himself of her kind invitation. He saw Loomis put her carefully in a cab, then lift his hat courteously and walk away.

"Well, if that duck don't beat the band! I must be stepping on his corns pretty hard. I never thought Loomis a bad fellow—but I guess every fellow has his cross grain, and I have certainly found his today. She is as sweet as a peach, and one could not altogether blame him for feeling a touch of the green-eyed monster if she ever became entwined about one's heart," mused Tom, as he made his way to the telegraph office. "Bob Gray once told me that Loomis acted like a big chump over some slight attention he paid to a certain young lady on his train, and I'll be hanged if I don't believe this is the same lady! Come to think about it, they had some words which resulted in bad blood between them. Well, I guess they are not so good friends after all, if her actions signify anything. By Jove, I'll do it!"

What Tom intended to do we can only surmise, as his final exclamation leaves us entirely in the dark as to his purpose. Sufficient to say that on his return trip Tom found himself looking for the number engrossed upon a card he held in his hand.

Miss Wynne related her adventure to her uncle and aunt that evening, both of whom commended the brave act of Tom Graves, and expressed a desire to meet him and thank him. She had thus paved the way for their consent to permit him to call at their home, and she informed them that they should soon have that pleasure, as she had extended to him an invitation to call that evening.

"And, now, auntie, I want to tell you something else. For a long time Mr. Loomis, our ticket agent, has been very attentive to me. At first I enjoyed his little attentions, and I accompanied him to several places of amusement; but after a while I learned that he possessed a cynical disposition, and it seemed to chill me when he came near me. These same attentions after a while became annoying to me, until finally I refused to go with him any place. On all of my trips to visit you he has accompanied me. At first I

thought it merely a coincidence that took him over the line when I came, but after a while I became convinced that he did it to accompany me. I have not been here since autumn, and he told me today that he had only been to St. Louis twice during this time, yet today he came again and urged me to say what day I would return. His attentions are very annoying to me now, and I wish he would discontinue them. He treated Mr. Graves very discourteously today, and tried every means within his power to belittle his services that he so nobly rendered me. Its effect was not lost upon Mr. Graves, either, for he replied in a manner that left no doubt in my mind that he knew what a contemptible spirit controlled Mr. Loomis' utterances. Now, auntie, what should I do?"

"He's a contemptible sneak! That's what he is. His brother is general passenger and ticket agent of the M. & N., but he will have to look for a new position if Robert Shields says so. I own some stock in that line myself, and I will use my influence to secure his release if he attempts any more of his attentions," said Mr. Shields, bringing his clenched hand down with vehemence.

"Hush, Robert. This was not for your ears. Mayne intended it for mine alone. Do not allow yourself to become excited, dear. Her's are girlish troubles, and you must not come between our confidences."

"She is my sister's child, and having none of my own her troubles appeal to me more keenly, perhaps, because of that fact, and I cannot help resenting any attempts which tend to make her unhappy."

"Well, that is true, dear; but take up your paper and allow us to find a remedy our own way," said Mrs. Shields, going over and placing her arms around his neck affectionately.

"Well, I suppose I must yield, but remember, if I ever hear of him forcing any of his unwelcome attentions upon my Mayne—" He stopped short, with a look upon his face that betokened his determination to carry to the extreme any measure he set his mind to perform.

A peal of the bell announced a visitor. A card bearing the name "Tom Graves" was ushered in.

"Tom Graves, did you say, mother? Show him in."

Mr. Shields laid aside his paper, and when Tom entered he felt at once that Mayne's influence pervaded that household. The hearty welcome was more of the nature of a welcome to one of the family than to an entire stranger, and he was made to feel at home at once.

When Tom Graves left the Shields' home that evening, he left his heart behind, but carried with him a warm invi-

ure, she thought. She often had found herself thinking of him now; watching for him to come, and waiting almost impatiently if, through any cause of delay to his train, he was detained. Would he be pleased to see her wear this or that, frequently led her to worry not a little as to how she should attire herself. She was quite alone when the hall bell was heard. She attended the summons herself and showed him in. She welcomed him warmly, and led him to a chair near the



NO FLAG OUT—ONE BROOKS ON TOP OF ANOTHER.

tation to come as often as he could make it convenient.

During the long summer months this opportunity was literally fulfilled, and autumn found them planning further pleasures that added to their already happy state. It was Tom's night in, and Mayne was eagerly waiting the hour when he should arrive. She had arranged a little surprise for him, in having decided to go home with him on his return trip, something she had been decided upon for a week, but which she had withheld from him. Would it be a pleas-

hearth.

"Your train was late tonight, Mr. Graves?"

"Only ten minutes—but—but—say, Miss Wynne, do you believe in telepathy?"

"I don't know; but why do you ask me that?"

"I wondered how you should know my train was ten minutes late."

"You told me," she said, laughing. So that explodes any theory you may have about telepathy.

"I have a surprise for you. I will be your passenger tomorrow. I am going

home," she said, suddenly changing the subject with a tact that women alone can employ to free themselves from an entangling subject.

"I will not be on the run," said Tom gravely.

She saw an anxious expression on his face, and during their conversation had imagined she saw that look of anxiety several times.

"You are not ill?"

"Not of body, but of mind," Tom said, smiling. "We must expect these ups and downs in a railroad life, however, and when we reach the summit and shoot down the other side, it would be unmanly to break down simply because we must begin the ascent again."

"You don't mean that you are——"

"Discharged. Yes, I imagine that is the purport of the message I have. 'Deliver your train box and outfit at office at 9 a. m. tomorrow,' it says."

"I am sure there is some terrible mistake. No reasons could exist for your dismissal, I am sure. You are too honorable—too brave a man to do wrong."

"Thank you, Mayne—Miss Wynne—pardon me. I appreciate all you say, and will say further that I have never done a dishonest act or one calculated to bring a stain upon my name during my whole life. It is not my dismissal that bears upon me. I have every hope in my heart that I will soon be able to reach the top again. But not here; I must go far away—away from home, friends—and you, Mayne. You cannot appreciate this last, the hardest blow of all for me, for it seems like severing the cords of my heart."

Tom's head bowed as if in submission to a decree of exile. Mayne stood for an instant only, then he heard the rustle of skirts by his side as she knelt there. He felt her hand upon his arm.

"Let me be your friend, will you? The parting would pain me, too—how much I cannot tell you. There is a terrible mistake. You are not guilty of wrong. You are too noble, too good to be guilty of an crime or offense justifying your dismissal."

"Mayne, forgive me if I appeared unmanly. I love you, and the thought that I must go away from you nearly broke

my heart. You have become a part of my life and constitute my happiest thoughts. I had no intention at present of speaking to you of this, but in my unhappy hour I opened my heart to you. Will you look into your own heart and see if there is not enough love there to warrant you in the belief that you could be Tom Graves wife?"

"Tom, I do love you. I have loved you since you saved me by sacrificing yourself that day when I stood in the way of the truck. I know I could be happy as the wife of so noble a man as you."

Tom helped her to arise, and as she stood at his side he felt that no nobler woman had ever been won. The pride he felt in winning her made the troubles he had felt sink into insignificance, and with it came the determination to vindicate his character.

"Mayne, your love gives me strength to endure any trial, and inspires me with a determination to vindicate my name of the charges which have brought about my dismissal. I feel sure that something must turn up to aid me in securing audience so that I can make my appeal. It is the custom of the M. & N. to give no audience in cases where dishonesty is established. They listen to no appeal for reasons for dismissal, nor will they give reasons when dismissal comes through alleged dishonesty. Their patent trademark is woven in the missive they send to their conductors, and is substantially the same as that received by me today. If I am correct in my surmises I will be granted no audience, nor will I be furnished with any reason for my dismissal."

"I have concluded that I will remain here, Tom, until I hear from you. Will you tell me what the result of your visit to the office brings about? Remember, dearest, 'where thou goest I will go.'"

"I had almost forgotten that I have one here who is willing to share all my joys and sorrows. I have so long borne them alone that it seemed but natural that I should think for myself and act for myself; but you, Mayne, must not bear too heavy a part. I will try to make your burdens those of happiness rather than of cares, and your life one of sunshine rather than of sadness, yet never forget-

ting the willing spirit to stand by me in distress."

When Tom went away that evening his heart was light, notwithstanding his thoughts at times dwelt upon the morrow. Mayne was very happy, but in her happiness she did not forget the anxious look that had been the first cloud she had ever seen cross the face of her betrothed. Her woman's mind went to work to clear

hushed and an awkward silence prevailed. There was an unspoken sympathy in the face of every one as they waited for Tom to speak, for they knew his errand there.

"Is Mr. Roberts engaged?" he finally asked the chief clerk.

"I will see. Be seated, Mr. Graves," he said, placing a chair at his disposal.

"He will see you," he said, a moment



NO FLAG OUT—FRONT AND REAR VIEW.

the mystery and; if possible, aid in bringing about a vindication.

At the hour designated in the message Tom climbed the stair leading to the office where he had so often gone to appeal for others. He was now going to appeal for himself. Would he be successful in learning what charges had been preferred against himself? These were thoughts uppermost in mind. As he entered the outer office, adjacent to that of the general superintendent, the eyes of every clerk seemed to look pityingly upon him, and every head bowed a grave good morning. Typewriters were suddenly

later, coming out of that office.

As Tom entered Mr. Roberts arose and, designating a chair opposite that which he occupied, said:

"Sit down, Graves; I will be ready to talk to you in a minute."

Then, after an interval which seemed to Tom an hour, he wheeled his chair about and said:

"What can I do for you this morning?"

"Nothing; we are quite satisfied along the line, and I assure you a very harmonious feeling exists everywhere. But you are probably aware of the reason of my

visit," said Tom, extending the message he had received.

"Yes, our relations have been such as to make the duty I have to perform one that I regret. I wish to prelude what I say by telling you that I have always entertained for you the very highest regard, not only as an employe of this company, but as a gentleman, and the decision of the general manager to dispense with your services came very unexpectedly to me, and caused me to deplore the circumstance which has led to this decision. I have instructions to present you with a copy of that decision, which merely says that the company will dispense with your services after this date."

"What is charged?"

"There are no charges attached; it is simply a determination on the part of the general manager to dispense with your services."

"Mr. Roberts, there is but one charge in the category of charges which subjects an employe to dismissal without hearing. I am speaking from precedent now, and I believe that I have the right to assume that this is true in my case. If this be true, and I am charged with making appropriations of the company's property it is my right to know it, and justice demands that I be given a hearing in the charges, and to have opportunity to defend myself. You have already expressed a favorable opinion as to my integrity. I thank you. You have heretofore given my statements in behalf of others your careful consideration. From the results of your investigations and consequent decisions in our favor I am inclined to believe that you found them correct in every particular. This leads me to believe that I enjoy your confidence. Now, I wish to make a statement upon my honor to you, and I ask you to give it the same careful consideration you have given my statements heretofore.

I am innocent of any dishonest act, and I ask you to give me opportunity to prove my innocence, which I can only do by being presented with a copy of the charges. Will you do this?"

"I have no access to these charges and I am as utterly in the dark as yourself. You have my permission and my best

wishes go with you in any effort to secure this information from the general manager."

This terminated the interview, and as Tom stepped out into the clerks' office he was presented with a voucher for his pay by the chief clerk, who said:

"Mr. Graves, we all hate to see you go. Can I do anything for you by way of transportation anywhere?"

"No, not today, thank you. But you may write me a request upon the general manager for an audience, if you will, and lay it upon his table. Say to him that I will call for his answer at this hour tomorrow."

When Tom reached the street he did not know which way to turn. His mind was engrossed with thoughts leading up to his dismissal, and for once in life he had no objective point. He walked on, reached the corner of Pine and Sixth streets before he took any note of his surroundings. Here he stopped as if in doubt what to do next.

"I promised Mayne that I would go to her at once, and tell her of my success or failure," he murmured; "but this does seem to be a mighty unseasonable hour to call there. But, after all, she is my affianced, and it is my duty to go there as I promised her I would. So, here goes!"

The last sentence, aloud, caused several persons who heard him to turn and look. If they expected to see him commit some rash act, following his expressed determination "here goes," they were mistaken, for Tom merely caught a passing car going in the direction of Mr. Shields' residence.

The greeting between Tom and Mayne was affectionate indeed. She noted the look of disappointment in his eyes, but with her woman's tact kept his mind from the subject until they were quite alone after luncheon. If he had been treated with consideration heretofore it was doubly manifest now on the part of Mr. Shields and his estimable wife. He was made to feel at home and was given the assurance that they expected him to make their home his own while he remained in the city. After luncheon Tom and Mayne excused themselves from their hostess and went to the library where they were quite alone.



"I read by your expression that you were unsuccessful, dearest; but what were the features of the interview?" said Mayne entwining her arms about his neck.

"I found it as I had feared. I was not

right of the general manager to pass upon the nature of the case without assigning reasons. I have asked an audience with the general manager tomorrow, but really, I have no hope that he will grant it. I have tried to open similar



able to get any information as to the reasons for my dismissal. Mr. Roberts assured me of his confidence in my integrity, but told me that he had no access to the charges; or, in other words that he did not feel at liberty to question the

cases for Gray and Belden, but I have been unsuccessful. They absolutely refuse to discuss the matter."

"Were those men dismissed for alleged dishonesty, too?"

"Yes; and both were as honest as the

day is long. I am sure they were innocent."

"I knew them both, and favorably, too. I used to ride with them frequently, and I am indebted to them for many little kindnesses. It was upon Mr. Gray's train that Mr. Loomis first showed the spirit that incurred my dislike of him. He treated him much the same as he treated you. Then, again, that same spirit broke out against Mr. Belden one day when I was coming here. Mr. Belden resented it, and for a long time they were anything but friends, in fact, I believe that up to the time that Mr. Belden left the road they showed an unfriendly feeling for each other."

"If Sherlock Holmes were here and given possession of those facts he would be able to establish my innocence from them in some way or another," said Tom, laughing. "First Gray's attention leads Loomis to make unsavory remarks, and later he is dismissed. Then Belden comes along, and he travels identically the same path and meets the same fate. Now Graves is the victim. I guess we will wait until Sherlock comes along and turn the case over to him."

Both laughed at the strange coincidence, but if they had been able to see beneath the surface they would have seen they were not so far from the organic reason after all, that led to the dismissal of the men they were discussing.

"Tom, dearest, I have made aunt acquainted with the relation we bear to each other, and have also told her all about the matter of your dismissal. She approves your suit, and has expressed herself deeply in sympathy with you. She wishes to talk to you; and uncle, too, has expressed himself as wishing to have a private talk with you as well. If you wish I will send them here now?"

The nature of Mrs. Shields' interview with Tom was that of a mother whose maternal affection for her daughter prompted her to talk to him of her welfare. She said:

"Thomas, I am giving her to you for her own mother, whom, I am sure, will approve my choice of a husband for their daughter. I shall write to her today and repeat your assurances to me, together with your request for the hand of their

daughter. You need not fear her answer. I will now leave you with Mr. Shields, who has something to say to you."

Mr. Shields wheeled his chair near Tom as the door closed, and said:

"Be seated, Tom; here, by me. What is this they are telling me of your discharge from the company's service?"

Tom related the details of the case to him as unreservedly as if he were his own father, and expressed his determination, for Mayne's sake, to clear his name of any odious charge that might be resting against it on the books of the company.

"I have never done a dishonorable act in my life, Mr. Shields. And now that I have one who puts implicit faith in me, I want to show her that the same is still true of me."

"We all have faith in you, Tom. You are our boy, now; and I have every reason to believe that the general manager will give you an audience tomorrow; and I believe, further, that he will give you a chance to prove your innocence of the charges against you, if there be any; at any rate I believe that he will give you the reason which prompted him to take you from your run."

"I wish I could share that belief, Mr. Shields; but I have tried to re-open cases of a similar nature before this and have failed."

"Well, my boy, you must not look at the dark side of these affairs. Keep up your courage, for you have a battle to fight for two now, instead of one. I believe you appreciate this without a word from me, and I assure you we have no hesitancy in placing our Mayne's future happiness in your hands. I will have to leave you now, but I will be home early to dinner, and we will resume this matter again. Stay here; I will send Mayne to you."

For some unaccountable reason Tom felt his spirits rising under the kind assurances of Mr. Shields. He was glad he had found such friends, and when Mayne returned she found him quite himself again. The intervening time between Mr. Shields' interview and the hour for his visit at the office, passed like a pleasant dream. We will not dwell upon the happy scene between the two during

these hours; but let us follow Tom as he mounts the stair to the general manager's office on the following morning. He was not kept waiting. His request for an audience had been granted. As he entered the office he was kindly

service, but I have been relieved under circumstances which, according to precedent, point me out as one who has been dishonest. I am willing to resign myself to any charges which, in your opinion, unfits me to serve in the capacity I have



greeted and proffered a seat near that official himself, who said:

"I received a request for an audience with you, Mr. Graves. What do you desire?"

"I am dismissed at your order, I am told. I have tried to render you faithful

served, but I cannot have the stigma of dishonesty attached to it. Will you be fair with me, and say if my surmises are correct and furnish me with the evidence which has led you to take this step?"

"It has not been our custom to do this when the evidence seemed conclusive of

guilt, but I am willing to show you the evidence in your case, and I will hear your answer. I hold here a statement from our auditor which includes the numbers of several through tickets sold from Springfield to St. Louis. These tickets were sold for Train No. 5, on the day of your run out of Springfield. They did not show up at the auditor's office until some time had elapsed, and then they came in the returns of another conductor. At first no account was taken of these irregularities, but the systematic frequency with which they occurred finally led to our tracing the matter down to the conductor who should have taken up these tickets, and in each instance the man was yourself. The face value of the tickets so held out amounts in round figures to \$206. With such evidence as this at hand we felt justified in removing you. If we lacked conclusive evidence in the matter it was furnished when our auditor informed me that all the tickets sold for No. 5 yesterday came in in the returns of the conductor of that train," he said, with a gesture that seemed he was desirous of terminating the interview.

"I am not guilty of the charge, sir, however plain the evidence may be to you. I ask you to give me opportunity to prove my innocence. This is only justice. I feel that I will be able to do so; all I ask is opportunity."

"I am willing to place any means at your disposal that will enable you to establish your innocence in this matter. You have behind you an influential friend who desires me to give you this opportunity and I will say for you that mainly through his influence I grant your request. Have you any tangible proposition to submit to me concerning the course you wish to take in establishing your innocence?"

"Yes, sir; if these irregularities exist only upon the train of which I am conductor and there is a cause back of them which makes me the target they will resume again as soon as I take the run. I would ask you to put me back upon my run, giving me charge of the train, but appointing someone in whom you have confidence to work the train out of Springfield. In this way you can satisfy your-

self what tickets are presented upon train No. 5."

"I like your plan, Mr. Graves, and I believe I shall adopt it. You will resume your run out of here as usual and I shall arrange to have someone check your passengers and you can work your own train as usual. I trust you will be able to clear this matter up, for it involves a series of irregularities of long standing. Yours is not the first case of this nature. You may now report to the superintendent."

Tom seemed to be treading air, so light were his steps as he sped down the stairs. "What will Mayne say?" he kept saying to himself.

As Tom ran up the steps, Mayne met him at the door.

"You need not tell me; I know already that you were successful," she said, laughing. "Your face tells me that you have been re-employed, and I predict you are going out on your run tonight. How far from correct am I in my guess?"

"You guessed it exactly!"

\* \* \* \* \*

When Tom arrived in Springfield, Loomis was standing at the ticket-office window and saw him gracefully assisting his passengers from the car and direct them here and there in his usual courteous way. He seemed to be disappointed, but that look gave way to one of wicked determination. Tom was met by several fellow conductors who were eager to learn the particulars of the report that he was dismissed, but to all he succeeded in giving an evasive answer. Ben Rogers was more tenacious than the others, however.

"See here now, Tom; it ain't just like you to be laying off in St. Louis unless there was something in it. If the old man didn't take you off your run, something else did. Come, now, own up, old man."

"There was certainly some incentive, Ben."

"Course there was, and if my old eyes don't deceive me I see a tell-tale color in your face that tells me the reason—blushin' like a school boy; by Jing! Let me congratulate you, Tom, my boy. I thought I'd hit the nail on the head after awhile. But say now, Tom, seriously, when does the event come off?"

"I will extend you all a bid, boys, when it does."

"That's fair. But say, Tom, I want to talk to you about a little matter when you are through there; maybe there ain't much to it, but I want your opinion; you have a good head for conundrums of this kind."

through ticket every time. The other night I asked him why he didn't buy a mileage book, as it would be much cheaper than paying out the cash for straight tickets. He told me that he could buy straight tickets cheaper than mileage. I asked him how, and he told me that he never failed yet



QUADRIGA—PAN AMERICAN EXPOSITION, BUFFALO.

"Fire away, Ben, I am ready to listen."

"Well, it's like this: You know I have a passenger who makes my train every trip out of here—that is three times a week. Well, of course I got to know him pretty well, and when I ain't busy I often sit down with him in the smoker and smoke a cigar with him. He puts up a

to find a through ticket for St. Louis at the scalper's office up town, and at a price that beat mileage all hollow. Now, what beats me is, why anybody should sell a straight ticket to that ornery scalper when he could get full price for it at the ticket office."

Tom was in a brown study. He said:

"Ben, I give it up. We know that Gray and Belden were supposed to be in a game that worked such a racket to the detriment of the company. That is just what I would like to find out now—who is doing this. I wish you will get your friend to ask for, say five tickets to St. Louis tomorrow afternoon at the scalper's office—not less than five will do, do you understand? I believe that he will get them, but I want to see who takes them there. See the point? Ben, this is vital to me for—" here Tom whispered something in Ben's ear that made him stare as if confronted by a ghost.

"Is that so, Tom?"

"True as gospel, Benny."

"Then depend upon it that I will let you know who brings the tickets in."

Tom's run on No. 5 was one well patronized by through passengers, and this trip was no exception. He had formed the acquaintance of the agent who was to check his train and he had only to follow leisurely and complete the work. Their reports tallied exactly, the agent taking the numbers of all through tickets on the train. Tom kept a duplicate. On their arrival at St. Louis the agent said:

I believe, Mr. Graves, that we have discovered where the leak is, or I should say, where it is not. I have record here of numbers 7645, 7646, 7647, 7648, 7654, 7655, 7656, 7657, 7658, 7659 and 7660. There are five tickets missing from the numerical order in which they were sold. This proves you innocent of being a party to the irregularity."

Tom's heart nearly bounded out of his mouth at this intelligence. The tickets had been sold to the scalper he knew, but by whom? He tried to solve the riddle by placing Loomis at the bottom of it, but he knew that he could not profit by such a transaction, as he must show full value for every ticket sold by himself. Who, then, could be gainer in the transaction?

Tom disclosed his discoveries to Mayne that night and together they tried to solve the riddle.

"If the tickets were to be had on such short notice," she argued, "it is evident they did not come from different persons who bought them to use on that day, but from one who secured the entire number

at one time, as their order numerically, shows. Instinct seems to tell me that it is Loomis, but when I look for a motive and see that he could do this only at a personal loss, I am lost."

"I hope that I may hear something from Rogers that will cast a little light on this," said Tom.

When Tom arrived at Springfield next trip he saw Rogers was at the station and restlessly pacing up and down the platform. As he looked again he saw Ben give a meaning nod, indicating that he should follow. When they were quite alone he said:

"Well, Tom, I've got our game holed. I saw Mr. Walsh, my passenger who buys these scalper tickets, and told him about the suspicion resting on you for holding out tickets and working with the scalpers. He refused the money you were ready to advance him and consented to buy them himself, and said he could use them up in a little while. He was pleased that he could be of assistance to you in any way.

You know Harry, my boy? Well, that kid is sly as a fox. I told him what to do and I was completely winded when he came back and said: 'Dad, the man who brought the tickets was Loomis himself. He stood there arguing that he couldn't afford to let them go so cheap, and that he had to lose twenty cents on every one sold, which came out of his pocket, simply because he wanted to advertise the old M. & S. At last they made a bargain and Loomis took the money for them. Then the scalper told the bell-boy to call Mr. Walsh and tell him that he had some tickets for him. Presently a gentleman came up to his counter and the scalper gave him the same tickets that Loomis had brought and he paid for them and got his grip and started for the depot, I guess.' What do you think of that, Tom?"

"I don't suppose there is any law to prohibit him if he desires to do this sort of business, but what beats me is how he can afford to do it. It is absurd to think that he does this to advertise the M. & S. No, he profits in some other direction. What is it?" said Tom.

"I'll tell you what I would do if I were in your place, Tom. I would take Harry along to St. Louis and get Mr. Walsh to





MINERAL WEALTH—PAN-AMERICAN EXPOSITION.

bring the remaining number of his tickets and get your train-checker to appear before the general manager and lay the whole case before him plain as day. Then let him do the rest himself."

"Ben, you are all right! You are Sherlock. I will do that tomorrow."

Fortune favored Tom, for he was successful in securing all the witnesses in the case and of securing immediate audience with the general manager, who listened attentively to the case. When the evidence had been submitted he drew his hand thoughtfully across his brow and said:

"Mr. Graves, is there any ill will existing between you and Mr. Loomis?"

"Not on my part, sir; if there be any it is entirely with him."

"Explain the nature of the circumstance giving rise to it, if you know of any reason for ill-will on his part."

Tom hesitated. He felt that the circumstance arising out of his attention to Miss Wynne that day scarcely justified him in making use of her name in this connection. Finally he said:

"I wish you would not ask me to repeat the nature of the circumstance, as it brings in the name of one who I do not desire connected with the case and whose name can add nothing to the point we are trying to get at," said Tom, respectfully.

"I understand the delicate reserve you entertain in this matter, and I assure you

that I ask you the question with a worthy motive in mind. It may be the means of getting at the bottom of this matter."

Tom then related substantially what passed between Loomis and himself.

"Have you any knowledge of any attention paid to this young lady by Mr. Gray or Mr. Belden, during her trips over our line?"

"Yes, sir; she speaks very highly of both, and she has told me of Mr. Loomis' despicable conduct toward both on several occasions."

"I am persuaded to believe that the motive is jealousy. Mr. Graves I am heartily sorry that I entertained any impression of your dishonesty, but I am equally glad to have opportunity to assure you of my confidence in you and to restore you to your run fully vindicated of the charges that stood against you."

That night was one of pleasure to Mayne, for Tom's happiness was unbounded when he could say:

"I have proved my innocence. But who do you suppose he referred to when he said that I had an influential friend who had interceded in my behalf?"

"I will tell you some day; not now; don't ask me."

\* \* \* \* \*

When Tom arrived at Springfield the following trip he saw a commotion at the end of the platform near the engine of



HORSE TRAINER—PAN AMERICAN EXPOSITION.

his train. He inquired of a person hurrying by the cause of it and was horrified to learn that Mr. Loomis had been struck by the engine on his train as he was attempting to cross the track. Tom hurried down to lend assistance if possible and found them bearing him tenderly upon a stretcher toward the baggage room. As he approached, Loomis looked up and caught sight of his face.

"Come here, Tom; I have something to say. I believe my back is broken, at any rate, it seems that my time is come. Stoop down a little. Here, Rogers, put your hand under me—so. I have no feeling in my limbs. Tom, if suspicion attaches to you for holding out tickets, remember I am to blame. I tried to win her and—failed. I shaved the price on tickets and sold them to a scalper and stood the loss out of my own pocket to cast suspicion on you. I did the same on Gray and Belden, of whom I was jealous.

But I am near the end, boys; don't blame me. Let me sleep now—I feel easier—it is growing dark, dark—" and he was dead.

\* \* \* \* \*

The next scene has a brighter picture. Tom and Mayne are preparing a list of friends who are to witness their wedding, and well up near the top we see the name of Uncle Ben Rogers. The preparations that are being made indicate that the event is to be one of more than usual importance, and as they looked into each other's eyes, looking askance if any had been omitted from their list, a tender light lit up the face of each, and Mayne put her hands in Tom's and said:

"I am so happy."

"And I am the happiest man in the world in possession of such a treasure as you, who believed in my innocence and stood by me so nobly when I was under suspicion."



### IN METRE NOT MILTONIAN.

(To be recited by the talented author at the Convention Free Lunch Counter, St. Paul, Minn.)

What, ho! Ye Conductors of lesser worth,  
Come listen to this song of mirth.

You, M. U. Skrat, and old Mox, too,  
Partake of this, our sonnet stew.

Come all Conductors who measures make,  
And join our friends in a muse milk shake.

Ah, my Brothers, it is a noble thing  
To weft the harp and dulcet sing!

We can't write song? We'll bet a dollar  
We could make old Milton holler,

He who would a poet make,  
Must more time and trouble take.

How e'er to you these verses rank;  
They're an awful strain on our think tank.

O, soulful bards, how sad if bliss  
In English did not rhyme with kiss.

Young Conductor, harken, listen and be wise:  
Great danger lurks in goo-goo eyes.

This is a fact, you bet your boots,  
Frost never kills forbidden fruits.

So long as Nature's charms endure,  
Rich Nature's lover can't be poor.

So, learn to dance, and you may turn  
The head of belle with cash to burn.

Some Conductors in one year do far more  
Than others would in ten, three score.

It is a fact Conductors oft regret  
That old acquaintance won't forget.

In two short lines a man may cuff  
A fool Conductor quite enough.

But do your best: Some Cons are hard to hit—  
The deadbeat and hypocrite.

The smiles of some Cons whom you know,  
Is like chill sunshine on the snow.

Diplomacy, that royal art,  
Embraces while it stabs the heart.

Said old Conductor to Superintendent:  
"You've shoved us out: you may repent."

In Heaven above, where all is joy,  
No seniority, or students, will e'er annoy.

What sayeth W. D. A.: That I have gall;  
'Twas inspired by Muskrats' hot time in St. Paul.

While drinking toasts, either large or small,  
Don't mix Minneapolis up with St. Paul.

Ha, ha! Ho, ho! The occasion I won't miss  
To give a like dose to Minneapolis.

Brother Conductors, I have the honor to—hark!  
Announce the re-election of G. C. C. E. E. Clark

Hip, hip, Hurrah! Set 'em up again!  
That's what's the matter with El Capitan.

Titusville, Pa. CAPT. GEO. W. BARBER.

## SCULPTURE AT THE BUFFALO EXPOSITION.

No exposition of the past possessed such elaborate sculptural adornment as will be a leading characteristic of the Pan-American Exposition. The buildings and grounds of the exposition at Buffalo will be embellished profusely with most artistic creations

from the hands of some thirty-five of the best known sculptors on the American continent.

Views of some of these sculptural features are presented herewith, showing but a glimpse of the whole. There will be some 125 original groups of statuary, and these figures will be used especially in the adornment of the Triumphal Bridge, forming the grand entrance to the main court of the exposition from the south, the fountains of the Esplanade, the Court of Fountains, the Electric Tower and the Plaza.

The Temple of Music, at the corner of the Esplanade and Court of Fountains, will be one of the most profusely adorned buildings in this respect. Isidore Konti is modeling the sculpture for this building. Two typical subjects are presented here, to illustrate Mr. Konti's work, "Heroic Music" and "Figures of Children with Musical Instruments." The group entitled "Heroic Music" will be one of four large groups to be placed over the entrances to the Temple of Music.

Some of the finest conceptions of the sculptors engaged in the work for the Pan-American Exposition will be seen in the Esplanade. At the western end of the Esplanade will be fountains having sculpture illustrating the meaning and purpose of the buildings in that portion



PRAIRIE IDYL.

of the grounds devoted to mines and mining, horticulture, etc. The "Fountain of Nature" will be the main fountain in this group. Other groups will illustrate such subjects as "Animal Wealth," "Floral" and "Mineral Wealth." One of the views shown is a photograph of the group

entitled "Mineral Wealth," and is a striking creation by Mr. Charles H. Niehaus. Another figure shown is that of a "Torch Bearer," and is a portion of the work done by Mr. Philip Martiny for niches in the Electric Tower. Still another masterful conception shown is that of "The Horse Trainer" by Frederic G. Roth. Another view shows figures of "Buffaloes Resting" and is also by Mr. Roth. These two subjects are for the ornamentation of the entrance to the Live Stock Division of the exposition.



## \*DISCIPLINE AND CONTROL OF RAILWAY EMPLOYEES.

In considering the relations of the railway to its employes every thinking person will at once recognize the vast complications which the problem presents. Not only is it necessary to provide for prompt handling of merchandise under every conceivable condition, but such provisions must be made as will insure the safety and comfort of thousands of passengers who use the roads, as well as of the men employed.

Again, the railway company is known to the communities through which its lines pass only in the persons of its accredited agents, and upon their tact and general bearing must largely depend the esteem in which the company is held, resulting in the cooperation or antagonistic relations, as the case may be. Not only does this apply to commercial relations, but also to such police regulations as look to the clearing of streets and similar requirements on a long line of railway. How to insure this desired result is one of the most perplexing problems which confronts a manager.

It is manifest that good and sufficient discipline is a prime factor, of which, to my mind, absolute justice is the foundation principle; and on this basis can the obligation of a railroad company to its employes and to the public be best carried out. It is obvious that, whatever the rules and regulations, their execution depends upon a large number of men surrounded and largely influenced by varying conditions. This being true, it follows that, in the formation of all rules governing the operation of a railway, great care should be exercised to see that they are based on correct principles, neglecting no feature which experience has shown to be necessary in an intelligent execution of such rules, and taking into account the various phases which affect human nature as a whole, remembering that those who are to execute the rules are a part and parcel of the human family.

At this point, however, the work has

just begun. While to the mind of an intelligent officer the rules or instructions are clear and explicit, he should bear in mind that their execution depends largely upon an equally intelligent comprehending and understanding by those who are to carry them into effect.

When it is realized that an author usually devotes chapters to definition in order to convey exact ideas, it will be admitted that to give expression to ideas much thought and study are required, and that those who are to receive the idea must understand the language used for its conveyance. Hence the great necessity for intelligent direction is apparent.

Men who do not have a fairly intelligent idea of what may be termed the general fitness of things are very low down in the scale. Much more plainly than their employers imagine do they see the relation of the order, or instructions, to the work to be done. The nature of their work makes them keen observers in most instances, quick to recognize in the instructions even the slightest defects, or mistakes, or the want of application to the work in hand, which can not fail to weaken their respect for those who issue them; and, while the mistake may be easily corrected, the effect upon the men remains.

They have the same hopes and fears, aspirations and desires, as other men, and are surely deserving of every consideration when the importance of their work is remembered. That the employe will do more efficient work if his interest and cooperation are secured can not be controverted, for the evidence is at hand in every walk of life. When fairly balanced, the interests of the railway company are identical with those of the employe, for with good discipline and highly efficient labor the comfort and safety of the public is conserved, the investment is made profitable, and good wages can be maintained. How can this desideratum be achieved?

First: By most painstaking care in the preparation and promulgation of rules and instructions.

\*Written for Engineering Magazine by Mr. W. H. Canniff, formerly General Manager of the L. S. & M. S. R'y., but now President of the Nickel Plate.

**Second:** By clearly conveying to the employe what is desired, it being his right to know what is expected of him under all circumstances.

**Third:** By having him understand that the rules are such that, if intelligently executed, they will insure his own well-being, as well as that of the company, and that compliance with them will result in recognition, either in the way of commendation or promotion.

**Fourth:** By strict attention to matters of discipline, never permitting employes to be suspended or dismissed except for good and sufficient cause—this to be shown by clearest proof of violation of rules that were fully understood, and such violation to be invariably disciplined, without waiting for the evil consequences which such rules were intended to avoid.

**Fifth:** By a consistent course of action which will impress upon the employe the fact that it is the earnest purpose of the company to render him exact justice in every instance.

Men entrusted with the care and responsibility of handling a large body of employes widely scattered over an extended territory must have exceptional talent in order to secure the best results. They must fully understand how vast the interests are which are committed to their care, and upon their fidelity and wise direction the welfare of many employes and their families depends.

The first proposition—that great care should be exercised in the preparation of rules and instructions—is certainly of vast importance, owing to the fact that these are, of necessity, the foundation upon which the whole structure is to rest. They must be such as practice and experience have approved. For illustration, in the preparation and adoption of a schedule, affecting, as it does, during its existence, the movement of every train or engine, there is most valuable information to be gained by consulting those employes whose duties bring them in daily contact with the service performed. Thus not only does the management get the benefit of the employe's experience, but the em-

ploye is encouraged to study more closely the problems which arise in the service, with a full knowledge that his ideas will receive the consideration they deserve.

Again, much stress must be laid upon the second proposition. Not only must the foundation of the rules or instructions be clear and conclusive to their author, but the rules must be so worded as to convey to the employe the desired meaning; and to this end the employe should be encouraged to make it known promptly if there is anything in his instructions which he does not fully and clearly understand, thus giving him incentive to comprehend better, and confidence to ask for necessary explanation.

The third proposition calls for such wording of the rules as will adequately explain their purpose. Where for various reasons they cannot be so worded, a duty may devolve upon the management to explain the reasons for issuing them. It will be said that this is impracticable, but I do not deem it so. If a well-disciplined and highly efficient corps of men is desired, additional duties will be forced upon the management as well as upon the men. To give the men a logical under-



standing of the rules is not as difficult as it may appear, and the advantage to be gained in the moral effect upon the minds of those who are to execute more than compensates, in my opinion, for the additional care and labor. It obliges the maker of the rule to exercise greater care in its preparation, in order to defend it when questions arise, and leaves the employe no possible excuse for failing to carry out its provisions.

In considering the fourth proposition, we come to what may properly be termed the most vital point of all.

To write an order, or issue instructions is a simple matter. To secure the desired result is quite another matter; and, even when care has been exercised, and the instructions are based on good and sufficient reasons, a proper execution is difficult to attain.

The science of good government has occupied the minds of able men for centuries, and various methods are proposed in governmental affairs. Legislation in many instances is followed by failure through neglect of the underlying principle that governs all human action—*viz.*, that man must be held to strict accountability for his actions, in whatever he is required to do. An infraction of nature's law brings inevitably a punishment, mild or severe. It seems, therefore, fair and reasonable that the employe, after assuming his obligations, should be held to a strict accountability, and that a reprimand, suspension, or dismissal should follow an infraction of his instructions. Before inflicting the penalty, however, ample opportunity should be given him to present fully his side of the case, and action deferred until his fault or blamelessness has been clearly shown by good evidence.

After many years' experience, I have yet to see men fail to recognize and acquiesce in decisions arrived at by this method; and still more positive confirmation of its value is found in the remark, made to me by a distinguished railroad manager, that, after thirty years' service in charge of men, and during that time having reprimanded, suspended and dismissed a great many, he could not recall a single instance where such men did not continue to be his friends. What stronger proof

could be offered that his relations with the men were governed by justice and fair dealing?

To impress the employe with the fact that justice will be done, as contemplated in proposition five, it is necessary to treat all infractions logically, and to attend closely to those small details which affect his relation to the company. This, for the busy manager, is difficult; and it will be said that, with all this care and attention on the part of the manager, or superintendent, there will be many employes on whom it will have no effect. This is true; but this very method of investigating acts and judging conduct becomes at once the active agent for ridding the service of such men, while a marked raising of character will be observed in those who are amenable to its influence, so that the efficacy of the service will be improved at both ends, and in a most striking manner, indicating how essential is constant vigilance on the part of the manager to the development of the efficiency which it is aimed to secure.

We must remember the great magnitude of the railway interests, and that nearly the whole of their wonderful development has taken place during the past fifty years. The railway corporation, even more than any other, is of necessity entirely removed from contact with the men, and the managing officer should aim to serve as a link connecting the interests of the men with those of the corporation. Personal contact, even by the manager, is necessarily infrequent and spasmodic, but all the advantages of personal contact can be secured by the just and impartial review of questions which arise between the men and subordinate officers. While the decisions thus rendered can serve as precedents for the determination of similar questions as they again arise, in this manner also the caprice of judgment shown in passing on similar offenses on separate portions of the line can be corrected, and all divisions be brought to act in unison, this uniformity of action forming an essential part of that justice which is deemed essential to good discipline.

The public are daily becoming more exacting, and of necessity the railways must meet the changed conditions. The



older employes must of necessity adapt themselves to the new order of things, which means, in many instances, a change in the habits and practices of years. This can best be accomplished by appealing to their reason, as indicated above, and gradually bringing them to act from proper motives, through conviction that good results will be attained thereby.

As one illustration of the effect of appealing to men's understanding, I will cite the following:

It became necessary to change the location of a division terminal, in consequence of which the runs of one end were made much shorter than those of the other. Soon after, the men making the shorter runs demanded the same remuneration that they had received for the mileage formerly made, although the men on longer runs, under the new arrangement, did this work, and received the pay for it.

It was claimed that the division time-card had not been changed, and the men insisted that the time-card distance should rule. Answer was made that their request would be granted, and they must decide for themselves whether the time-card distance or the actual distance run should govern. The time-card distance was at first decided upon; but, when it was shown that, if the time-card distance governed in the one case, it must also govern in the other—that, if the men of one division received pay for thirty miles which they did not run, the men on the other division, under the same rule, would run thirty miles without receiving any pay for the same—the men reconsidered their request, their acquiescence to the existing arrangement being given in such a manner as to leave no doubt of their conviction of its justice.

To show the force of emulation, I may state that, while in charge of a track division comprising fifteen sections, each under a foreman, I have repeatedly instructed seven of the foremen to perform work at the ends of their sections tending to improve materially the condition and appearance. In no single instance did I fail to find the eight alternate foremen doing the same work not later than the second day, although no instructions whatever had been given them, the con-

trast and improved appearance of the adjoining section impelling them to similar action. In this manner the men are mentally and morally strengthened, while the quality of their service is much improved.

The apprentice who enters the railway machine-shop with proper qualifications for success will in good time become a master workman, capable of directing the building of a modern locomotive. Such men, taken as a class, will be men of fixed ideas and purpose. Their work has required exactness in every detail, performed under the watchful care and within reach of the helping hand of a resident official.

To place such a man in charge of the machine he has built, which, in its frequent trips, by night and day, surrounds him constantly with uncertainties, calling for exercise of individual judgment and the faithful discharge of duty in the absence of all personal supervision, is to change absolutely his environments, and consequently his ideas and inclinations; and, although the same person, yet he is in an entirely different class, requiring different treatment, all of which should and will be considered by the intelligent officer. In other words, the latter will recognize the plain distinction between employes whose duties tend to fix results, and those whose duties are full of uncertainties, as in train service.

Absolute frankness upon the part of those in authority, when dealing with the men, forms an essential part of the relations which the railway company should bear to its employes. If requests are made which can not consistently be granted, it should be answered that such is the case, it being far better that the employe should be disappointed at the time rather than suffer to entertain hopes not to be realized in the future.

In many instances promises of promotion are made with an undoubted intention to fulfill them; and yet, as every officer knows, circumstances over which he has no control arise to prevent the fulfillment. Not only are such failures disappointing to the parties directly interested, but they involve a lowering of confidence in the minds of the employes in general, which must tend to weaken dis-

cipline, however slightly. As no explanation can change these feelings, avoidance of promises is the wiser course.

In acceptance of new men for the various branches of the service, it is of advantage to the company, and positively due to the men already employed, that the existing standard of efficiency should be maintained. To this end suitable references should be required, with the understanding that the applicants will not be employed until such references have been looked into, and assurances received that the applicant is worthy in character and gives evidence of capacity, as only by such discriminative methods can justice be done to the employes whose capacity has been proved.

In the relation of the railway to the employe, it is the part of wisdom for the railway officer, when positions become vacant, to promote, whenever possible, some one of the employes already in the service. It is true that in the strict sense the obligation of the company to the employe ceases when the stipulated sum has been paid him for the service rendered; it is equally true that with the performance of a fair month's work the employe has discharged his full duty; but, as we seek to increase the efficiency of the service, evidences of unusual loyalty and energetic performance of duty should be met with due recognition by promotion to such positions as call for the exercise of the qualities displayed.

Since the improvement of the men is an advantage to the service, there is much to be gained by railway companies in taking an interest, and aiding pecuniarily, in the provision of suitable quarters at principal points where employes can spend their leisure hours surrounded by good influences. In this way the Young Men's Christian Association have rendered valuable service, and it is a pleasure to note the rapidly-increasing interest

shown in this direction by many railway officials, and the appreciation of such efforts by the employes, as evidenced by increasing attendance and interest, thus conclusively proving the good results upon men when they become impressed with the evidence of concern for their personal welfare.

Thus it is that we find large numbers of men engaged in an occupation the nature of which requires keen perception and close adherence to fixed rules. Any failure on their part may result in loss of property or danger to human life—a most exacting service, yet, considering the interests involved in the movement of freight and passenger trains, how faithfully their service is performed! But success in this, as in any other form of government, can only come with close study and constant watchfulness.

The relations of the railway to the employe being personal, the manager must in his own person fill the void. The employe is, in a great measure, what the manager's conduct makes him. If the manager desires an interest in the work aroused, he must show an interest in the men. When strict and intelligent obedience to the rules is demanded, the manager must not shrink from a strict and intelligible construction of them. If he wants the employes fearlessly to discharge their duties, he must as firmly uphold them where no blame is shown.

When more than usual zeal is manifested, promotion is a wise means of proving appreciation. Wisdom in judgment will command respect, honesty of purpose will win confidence; and, when these reciprocal obligations are recognized and performed, the relations of each to each will be better understood, a more friendly feeling will arise, fewer strikes will prevail, and, in the determination of the honest differences which arise, the convictions of reason will prove a more potent factor and coercive force.



### SWEETEST THINGS OF EARTH.

What are the sweetest things of earth?  
Lips that can praise a rival's worth;  
A fragrant rose that hides a thorn;  
Riches of gold untouched by scorn;  
A happy little child asleep;  
Eyes that can smile, though they may weep;  
A brother's cheer, a father's praise;  
The minstrelsy of summer days;  
A heart where never anger burns;  
A gift that looks for no returns;

Wrong's overthrow; pains swift release;  
Dark footsteps guided into peace;  
The light of love in lover's eyes;  
Age that is young as well as wise;  
An honest hand that needs no ward;  
A life with right in true accord;  
A hope-bud waxing into joy;  
A happiness without alloy;  
A mother's kiss, a baby's mirth—  
These are the sweetest things of earth.—E.L.D.

# IN A MYSTERIOUS WAY, OR A MODERN PORTIA.

BY CAPT. GEO. W. BARBER.

Perhaps had he known she was a modern Portia, Superintendent Bruce McVane might not have fallen in love with her half so quickly, for, all his life Bruce McVane had looked on strong-minded women as something far from desirable, particularly in the light of wives or sweet-hearts. But then, Jean Cameron was so unlike all his preconceived ideas of what a strong-minded woman should look like that, ten chances to one, even had he met her as lawyer Jean Cameron, of the firm Garfield & Cameron, he would simply have looked at her, first in surprise, then in warm admiration of her beauty, and wonder what on earth could make such a pretty girl choose such a profession.

"By George, it was ridiculous that such pretty eyes as hers should ponder over musty old law books, instead of answering eyes that looked with love at the charms so freely given her."

She was a very pretty girl—nay, more than simply pretty, for she barely escaped the coldness of classical outline that decides the question, and then a woman perfectly beautiful is not half so bewitching as one who keeps you wondering whether she is or not.

But Jean Cameron was very, very pretty, with chestnut hair that curled and clustered over a low, white brow before it was wound around a stately little head.

Her complexion was purely pale as the creamy blossoms of the magnolia, her curling lips the warmest crimson, and her dainty little chin cleft and dimpled.

And yet she was a lawyer—nay more—a very clever one, and spent the better part of her time in the office of Garfield & Cameron, as partner of Jasper Garfield, a typical old lawyer, who looked upon her as his right-hand man—or woman, should we say?

But clever and learned as Jean Cameron was, she was simply a woman, with a woman's heart, willing to be wooed and won when Prince Charming came her way; and, somehow, she hoped he had when Bruce McVane bent for a moment

over her slender hand, then looked with admiring eyes of clearest blue into her smiling hazel ones.

That was the beginning of a summer's vacation for her and a few days rest from the arduous duty of superintendent of a very busy railroad for him, and before the roses faded and fell, Bruce McVane had told her the story of his love. She almost laughed aloud at the expression of his handsome face when she told him of her profession.

"A lawyer! Impossible!"

"Not at all, but a little out of the way, no doubt—to you, at least."

Then she told him, with the laugh still lingering in her eyes, of her father's desire of a son to follow in his footsteps and take his place in the firm of Garfield & Cameron. But her only brother, Charles, had preferred to try his fortune on the railroad, and was now a first-class passenger conductor, and so, like his prototype, Dombe, of undying fame, he had to content himself with a daughter.

"I made a very good substitute," she said, with a laugh, "for I had graduated with honor and was admitted to the bar five years before my father's death."

Even yet the surprise had not died from her lover's face, and Jean laughed again.

"If you get into any legal difficulty you must call upon me, as I am counsellor of the firm; or, if you wish to bring suit against anyone, why, I am at your service."

"But you—you will give it up, darling, when—when we are married. It would not be exactly the—"

"The thing for the wife of Superintendent Bruce McVane, Master of Ayrbanks, to be a practicing lawyer."

"Exactly. You know I come from an old Scottish family, too, and perhaps I am slightly touched with conservatism. If I am not, my mother most certainly is. With her a woman is born to—"

"Bake and brew, to knit and sew and obliterate her individuality entirely when she wins a husband."

Bruce smiled.

"Well, if not exactly that, something very like it," he said, "I must confess."

"Well, the first four I really could manage, but to become a complete nonentity, I might find rather trying; but then, if absolutely necessary, why——"

Bruce drew her to him with a passionate caress and laid his lips to hers.

"Nothing will ever be necessary only to be your own true self, my darling—the brightest, sweetest woman to me God ever made."

And then, as her curly head rested on his shoulder and the golden glory of the gloaming fell around them, they forgot that the earth held anything else but love.

"It is unpleasant to me to think of you going back to that dusty old law office," Bruce said, as they parted, and Jean smiled.

"Why, it is a perfectly ventilated office, plenty of light and sunshine, and every sanitary improvement; but, since you told me your home here was called Ayrbanks, in memory of the banks of Ayr, when I get lonely I can send my heart here by singing:

"My heart is where my laddie dwells,  
On the bonnie banks of Ayr;  
My heart is where my laddie dwells,  
And fain would I be there."

"And there you will soon be, my darling, never to part again," he said with a tender smile.

There never was a man prouder of his father and mother, and his grand old home than Bruce McVane, and no one but himself could know the bitterness of the blow dealt to him on the very day of Jean Cameron's departure—a letter that told him his claim to Ayrbanks was disputed, that the proofs that another was the rightful heir were almost beyond refutation—nearly incontestable.

An old will had been found—a will already proved authentic—and neither he nor his father before him had ever been the rightful heirs of Ayrbanks.

And even while Bruce McVane was reading the letter sent him by Jasper Garfield, of the law firm of Garfield & Cameron, to his almost broken-hearted parents, Jean Cameron was standing in the office of Garfield & Cameron listening

to the story, for the first time, of the finding of the will and what lawyer Garfield had done about it.

"There is the will," Jasper Garfield said, looking with some surprise at Jean, whose hazel eyes were glowing strangely, whose red lips were closed in a tense line. "There it is, and nothing can controvert it, and you are the true and sole heir of the estate of Ayrbanks."

A tenser line on the red lips, a deeper light in the hazel eyes, and then:

"My heart is where the heather blows.  
On the bonnie banks of Ayr;  
My heart is where my laddie dwells,  
And fain would I be there."

"Where are you going, Jean?"

"I am going to call on the McVanes, and settle this matter of the Ayrbanks estate, and comfort these grand old people, who have lived there all their lifetime, supposing the estate to be their's.

The next day Bruce McVane called at the office. He would know at once the extent of the danger that threatened him and his beloved parents.

He wondered was it Jean he would meet—giving him advice in a legal difficulty, and he thought, would she look the same in a lawyer's office as among the woods and vales, where he had wooed and won her.

Almost mechanically he stopped a moment at the office door, as clear and distinct the old lawyer's voice came to his ears.

"Well, so you saw the McVanes, and shall you press the claim?"

"No," said Lawyer Jean Cameron, "I shan't press my claim against that estate. You can withdraw it, please."

"Think there isn't any money in it?"

"There would probably be a very large fee for the law firm of Garfield & Cameron, but it would break the hearts of that venerable and loving old couple, to say nothing about the ruination of their son, who was born there and calls it home. But I don't want to meddle with the matter, anyhow."

"Got frightened out of it, eh?"

"Not at all."

"I suppose the old fellow begged hard to be let off?"

"Well, yes, he did."

"And you caved in, likely?"

"Yes."

"What in creation did you do?"

"I believe I shed a few tears."

"The old fellow begged you hard, you say?"

"No, I didn't say so; he didn't speak a word to me."

"Well, may I ask whom he did address in your hearing?"

"God Almighty."

"And he took to praying, did he?"

"Not for my benefit in the least. You see, I found the grand old house easily enough, and knocked on the outer hall door, which stood ajar, but nobody heard me; so I stepped into the hall, and saw through the partly open door a cozy sitting room, and there on the bed, with her silver head high on the pillows, was an old lady who looked for all the world just like my mother did the last time I saw her. I was on the point of knocking when she said: 'Come, father, now begin; I am all ready.' Down on his knees by her side went an old, white-haired man, still older than his wife, I should judge, and I couldn't have knocked then for the life of me. Well, he began. First he reminded God that they were still His submissive children, mother and he, and their boy Bruce, and no matter what He saw fit to bring upon them, they should not rebel against His will. Of course it was going to be hard for them to go out homeless in their old age, especially with poor mother so sick and helpless, and, oh! how thankful they were that their dear boy had been spared! Then his voice broke, and a thin, little white hand stole out from under the coverlid and moved softly over his snowy hair. Then he went on to repeat that nothing could ever be so sharp again as the parting with that other son, unless mother and he should be separated! But at last he fell to comforting himself with the fact that the good Lord knew that it was no fault of his own that mother and he were threatened with the loss of their dear old home, which meant dependence on their son or beggary and the almshouse—a place they prayed to be delivered from if it could be consistent with God's will and plan. And then he quoted a multitude of promises concerning the safety of those who put their trust in the Lord.

In fact, it was the most thrilling plea to which I ever listened. At last he prayed for God's blessing on those who were the rightful heirs, and about to demand justice."

Then Lawyer Jean Cameron continued, more slowly than ever:

"And I believe I had rather go to the poorhouse myself tonight than to stain my hands and heart with the blood of such a prosecution as that."

"Little afraid to defeat the old man's prayer, eh?"

"Bless your soul, man, you couldn't defeat that prayer. I tell you he left it all subject to the will of God; but he claimed that we were told to make known our desires to Him. But of all the pleading I ever heard, that moved me most. You see, I was taught that kind of thing myself in my childhood, and why I was sent to hear that prayer, I am sure I don't know—but I drop the case here."

"I wish," said Lawyer Garfield, uneasily, "I wish you hadn't told me about the old man's prayer."

"Why so?"

"Well, because I want the money the case would bring; I was taught the Bible straight enough when I was a youngster, and I hate to run counter to what you tell me about it. I wish you had not heard a word about it, and another time I would not listen to petitions not intended for my ears."

Jean smiled.

"My dear, respected partner," she said. "You are wrong again. It was intended for my ears, and yours, too; and God Almighty intended. My old mother used to sing about 'God moves in a mysterious way,' I remember."

"Well," said Lawyer Garfield, "my mother used to sing it, too," as he twisted the will and claim papers in his fingers.

"Give me the papers," said Jean.

"My heart is where the heather blows,

On the bonnie banks of Ayr;

My heart is where my laddie dwells,

And fain would I be there."

"My God! Are you mad, Jean Cameron," Lawyer Garfield said, for the will and claim papers lay in ashes at their feet.

"Well, Bruce McVane can hold the es-

tate now, without fear of a contest, for Jean Cameron, you have destroyed all proof that could take them from him. For another moment Bruce McVane stood like one stricken motionless, and then turned and retraced his steps, the bitterness of death in his heart.

He loved Ayrbanks, but he had loved this woman a thousand times more—this woman who had destroyed proof that might take Ayrbanks from her promised husband.

That evening he sought her.

She came to meet him with eager, smiling eyes; then drew back at the expression of his handsome face.

"What did you do it for, Jean?" he said. "My God, girl, I would lose Ayrbanks a thousand times over sooner than know you guilty of—of such a deed. Jean, you have wrecked both our lives, for Ayrbanks will never be anything to me but a memorial of your sin."

She grew white as death for a moment; then a red flush swept over her face as she turned her eyes to his.

"You—you know, then, what I did, and—and you think——"

"That Ayrbanks and the position I could give you were dearer to you than my honor. Jean, why did you not simply ask your freedom, if losing Ayrbanks meant the loss of you? My God! Why did you do this thing?"

She went up to him and laid her hands in his, a faint smile on her red lips.

"For love's sweet sake," she said. "O, Bruce, Bruce, I could never have misjudged you as you have me. Do you know, dear, who was the claimant of Ayrbanks estate, before you say anything further."

"I don't know, but—but I will know."

"Well, then, I will tell you, as I was one of the lawyers in the case. They called her Jean Cameron, and Bruce—Bruce, forgive me. I could not take it from you."

Well, if he had anything to forgive, he was magnanimous, for he drew her close within his arms, and whispered softly:

"If you dispose of every case as quickly as that, the sooner you come to Ayrbanks the better."



## THE EVOLUTION OF THE HOBO.

W. HEWITT.

Every railroad man knows what a hobo means. We see them every day trying to beat their way on our trains. But do we stop to consider what made these men lower than the animal. We see a garden planted with fruit and flowers, and is allowed to go to waste by not being cultivated. But they will not waste away, but will change to something other than was intended, and into something worse. You will see the fruit degenerate into little bits of apples, etc., the flowers will lose all of their fragrance by associating with the weeds and thistles, and if we neglect a bird it will gradually change into an uglier bird, or if we neglect almost any of the domestic animals they will rapidly revert to wild and worthless forms again. Now the same thing exactly would happen in the case of man. Why should man be an exception to any of the laws of Nature. Nature knows him simply as an animal. Then if a man neglect himself for a few years, he will change into a worse man, and a lower man. If it is body that he neglects, he will deteriorate into a wild and bestial savage. If it is

his mind, it will degenerate into imbecility and madness. Solitary confinement has the power to unmake men's minds and leave them idiots. If he neglects his conscience it will run off into lawlessness and vice. If he neglects his soul, it must inevitably atrophy, drop off in ruin and decay. When we see how a man can degenerate, so swift until nothing but the old burnt shell remains, Brothers, it should make us all stop and ask ourselves: Do we by our actions help to start a poor fellow on his downward career? There are good and bad among every class of men. But I believe the railroad man on the road is the largest-hearted man we have. We have all risked our position to help some poor unfortunate. Brothers, let us all join hands, and when we see a young fellow starting out on his career, let us set him a good example by our actions. None of us can throw stones, but we can all give up some silly and degenerating habit, and when we see or hear of a Brother doing wrong may we all practice that virtue which we profess to admire.





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## MORAL INFLUENCE OF ASSOCIATION.

There are few among us who give a thought to the influence that individual contact wields over those about us, or to the extent that we are influenced by it with others. However great our ambition may be, or however lofty our aspirations, our characters take on a form influenced by association with others. Our first impressions in life are formed by contact with those with whom we associate. If they be of a nature that affords a good model to follow, we are benefited in a moral sense in proportion to the diligence with which we follow these models. If, on the other hand, we are brought into daily contact with those characters affording examples of vice and depravity we not only lose the advantages that are afforded by contact with good people, but we find ourselves following the examples they give us, gradually adopting their manners, language, habits and behavior. While this is particularly true as regards the influence of association in children, in manhood's estate we still find it. It is true that personal associations in after years of a man's life do not wield so strong an influence as in childhood days. Strength of character has had time to develop, and he is thus safeguarded to a certain extent, but notwithstanding even this there are certain characteristics in every individual that seem to impregnate those about them and make their influence felt to a greater or less de-

gree, according to the strength of character in those affected by it.

Strength of character varies in degrees in persons. As but few possess but sufficient strength to rise above the current that associations draw to itself, we can understand why so many young men are drawn into evil habits. We believe that mankind is constructed on lines similar to the laws that attract the atoms and molecules of inanimate bodies. We believe that no man exists who does not exert a certain influence over some other in some degree. There is, perhaps, not one among the number who reads these lines but has seen evidence and has felt the influence of some one's association. This being true, how many of us consider what that influence is that we are exerting over those with whom we come in contact? Can we conscientiously absolve ourselves from the responsibility that rests upon us by saying, "I am not my brother's keeper?"

In order to bring the subject nearer home and that all may have opportunity to study it as it affects our own craft, let us again go back into the past and follow our career as extra brakeman, regular brakeman, extra conductor, freight conductor and passenger conductor. Who will say that his first impressions among his fellows were pleasing or agreeable? Yet the ribaldry was tolerated and we continued to associate ourselves with them

because their experience afforded us an example that we wished to follow, in order to master the details of the profession we adopted. We felt that we "must do as Romans do" if we would be received by them and work with them congenially. We were told that "this is no Sunday school," and other similar expressions indicating that to be "tough" was the open sesame to their society. Following up the line: As our associations brought us more frequently in contact with those in higher positions in the service we felt a new influence surrounding us. The conductor for whom we were braking was our superior officer in a sense, and we felt that any example set by him would, if followed carefully, redound to our credit in the end. And so on until we reach the top, and even there we still unconsciously look for a model to follow.

Have we reason to believe that human nature has undergone any changes since we came up the ladder of promotion? If our answer is no, then we must acknowledge that our example is being followed by some one, and whatever pace we set some one is sure to follow.

This being true, are we not our brother's keeper in a sense? Are we not morally responsible for the moulding of his character in so far as our actions and our habits are followed by him? We have not taken our own craftsmen as an illustration for any peculiar reason different from those of other crafts. We think all branches of labor are alike in this respect, yet varying considerably in moral influence. We feel assured that our moral standing is not the lowest by any means among the various crafts, but even this is no excuse that we should not be held responsible for our actions. The very recognition of that responsibility and consequent reformation has placed us in the plane we now move. We believe that a majority of our members recognize this fact and are striving by their daily example to extend a more wholesome influence to those about them. There are a few, however, who are the victims of habits, acquired through the same associations we have already referred to, who have not the moral courage to break away. If the few who still

observe the demands that make them slaves to vicious habits, will stop to think what influence an exhibition of these same habits would have upon his own son if exercised by some other person, he would check the oath that came to his lips; reprove those who indulged in ribaldry and quench his thirst with water.

We have some most noble examples of upright men among us who have seen the vicious side of railroad life in all its phases. They possessed that strength of will power, aided by Him above, to break away from the power of associations and have thus shed a beneficent influence upon not only those with whom they come in actual contact, but their influence is felt throughout the Order at large and makes them the most desirable employes and citizens. We believe we are fortunate in having none among us who is so far lost to self-respect that he would not at least modulate his utterances in the presence of his son. We believe, too, that there is none among us who would not show a like respect to his Brother's son, did he stop to fully consider his fraternal obligation; yet, too frequently this obligation is lost sight of, and the desire to be friendly and intimate leads to vicious expressions and worse examples. The result is obvious and unless the boy has had sufficient moral training to show him his danger, which, unfortunately, but few possess, he is bound to be influenced by the impressions made by his older associate.

We are all sensible enough to see these suggestions, and we trust each one will feel the responsibility of his actions. The position of conductor is not alone one of responsibility relating to the safety of his train and his passengers. There is not a man among all the crafts whose duties bring him so generally before the people, and who at the same time is looked upon with such general consideration as the conductor. He is looked upon as a model of dignity, self-possession and morality. Without a doubt he is a model par excellence with his brakemen, who try to imitate him, and his example is followed not only by them but by many others who take his life as a whole rather than any particular trait of character to pattern

after. It is evident, therefore, that with the dignified discharge of his duties his greater responsibilities only begin—the responsibilities of imparting to those about him examples that mould within them characters good or bad.

We do not wish to convey the impression that we as a class are responsible for the downfall of the many railroad men throughout the country, and we would indeed be selfish if we did not defend our sister organizations against charges of similar nature affecting men in their respective classes; but as an entirety we are responsible for the condition morally of a majority of these poor fellows, who followed our examples and who no longer possess sufficient strength to throw off that influence that habit has formed.

While our condition morally is much improved over that of twenty years ago, there is still in evidence a little of the old seed that is constantly taking root here and there, reminding us of the depravity that characterized railroad men in general, and which isolated them as a class from decent society. Was the religious or moral training in those days less freely inculcated in those who went "braking" than in those of today? By no means. Yet they became influenced by those with whom they came in contact and in turn imparted their vices to others.

When we look for the origin of those influences that branded our boys in the service as unfit for society, we have but to take for example any new line of railway that is being constructed through a new country to find a reason. The personnel of these gangs are, as a rule, men who have no ties to bind them to society and are composed of the roughest element that can be found among mankind. They are not of that character that promise to become permanent fixtures, yet a few, however, do, in hope of securing a passenger train, remain. It is due to the influences that this class exerts that railroad men gained notoriety for toughness and not through any natural conditions arising out of the employment in railway

service. Eradication of the existing evils that affect men in train service will gradually come about, but its progress will be measured by the faithfulness of our observance of those characteristics that tend to set a good example to others.

It should hardly be necessary to make an appeal to our members to conduct themselves to this end. We hope we have none whose comprehension is so limited that he cannot see the responsibility that rests upon him through the influence of his actions. And we earnestly trust there is none who has so far lost that power of self-control and who lacks that self-respect which should characterize members of our Order, that he permits himself to be the slave of a habit whose influence is to lead others to ruin.

Without a doubt there are many who will recall some of their earlier associations with a blush of shame. The thought of subjecting our sons to like associations would fill us with horror and shame. But yet we permitted many a pure-minded boy to accompany us to these places, and perhaps gave him his first taste of that accursed stuff that forever enslaved him to a habit he cannot break. These are serious thoughts for digestion. Humanity is weak and prone to err and the temptations we set before our inexperienced young men present a matter for serious reflection.

All praise be to those who have risen through their strength of will power to deny those things which detract from their worth as citizens, ostracize them from society and make the name railroad man a synonym for all that is low and depraved. We hope that if there be any who have never given the influence of personal contact any study that these lines will awaken a train of thought that will bring them to a proper realization of the position in which they stand. That accomplished conscience must do the rest.



"A green little boy in a green little way  
A green little apple devoured one day.  
And the green little grasses now tenderly wave  
O'er the green little apple boy's green little grave."  
—American Homes.

## AN ABSURD DECISION.

The following excerpt from the Cedar Rapids Gazette gives a decision of Judge Remley of the circuit court of Linn County, Iowa, and his interpretation of a car:

Judge Remley, in the case of Bryce vs. the Burlington, Cedar Rapids & Northern Railway company, rendered a decision on Wednesday morning in the district court of this county that is of very great importance to all railroad employees.

The action in question was brought by Mr. Bryce, who was a brakeman on the defendant's road. He had his thumb torn off in making a coupling. The claim was that the company was negligent in failing to provide automatic couplers upon the cars he was joining.

In speaking of the case this morning Henry Rickel, of counsel for plaintiff, said: "Section 2080 of the Iowa code provides that: 'After January 1, 1898, no corporation, company or person operating a railroad, or any transportation company using or leasing cars, shall have upon any railroad in this state any car that is not equipped with safety automatic couplers.'

"Section 2083 of the code provides in substance that if any railway company shall neglect to provide its cars with automatic couplers so that the coupling may be made without going between the cars that the railroad company so offending shall be guilty of a misdemeanor, and subject to a fine of not less than \$500 nor more than \$1,000 for each and every offense. It further provides that any railway employee who may be injured by the running of any engine, train or cars contrary to the provisions above quoted, shall not be considered as waiving his rights to recover damages by continuing in the employ of such railway company operating such train or cars.

"The evidence in the case showed that the box cars were equipped with automatic couplers, but that the tender of the engine was not so equipped, and that in coupling on to the tender it became necessary for the plaintiff to go between the cars, and in consequence he was injured.

"Judge Remley held that neither the engine or tender, or both together, were cars, and, that the railroad companies were under no obligation to put on automatic couplers upon the tender; that the tender was not a car. The evidence in this case showed that there was more coupling made at the tender than anywhere else in the train, but Judge Remley held that the term 'car' did not include a tender which was loaded with coal and material for running the engine.

"The only direct authorities upon the subject was a case which was produced

for the plaintiff from Illinois, where the supreme court of Illinois held that where the statute provided that no cars should be run upon the streets at a greater rate of speed than six miles an hour, and the engine alone was run without any cars attached, that the company was guilty; that the reason and spirit of the law required that the engine should be regarded as a car, and that the law covered the danger from an engine as well as box or flat cars. In other words, that the engine was just as dangerous running at a high rate of speed as a car would be without the engine or attached to the engine, and was therefore within the reason and spirit of the law; and the supreme court of Illinois also held that the term 'car' was broad enough to cover any sort of vehicle that ran upon wheels.

"But Judge Remley thought the railroad companies should not be held to a rigid accountability under this law; that it should have a strict construction and should be limited in its application to box and flat cars, and not to other kinds of cars."

After Judge Remley gave his decision on the matter the attorneys for the plaintiff immediately dismissed the case without prejudice. The case, however, was dismissed only to be commenced the same day in the superior court. It will probably come to trial during the March term. The attorneys for the plaintiff believed they would be defeated by Judge Remley's instructions to the jury, and it is evident they did not wish to appeal to the supreme court with the decision against them, as at their best they could only get the case reversed. They seem confident that if they win in one of the lower courts the supreme court of Iowa will affirm such a decision.

The intent of the law when framed was not that cars should have automatic couplers for the sake of the couplers themselves, nor that cars should be of uniform height for sake of uniformity. To legislate with this end in view alone would be as absurd as to say what color of paint should cover the sides or what lettering and stenciling must appear. The spirit of the law providing uniform height of cars and automatic couplers for same was to protect those whose duty it is to couple and uncouple cars. It clearly intended that its application should cover any vehicle in the train, whether tank, box, stock, flat, gondola, rack, coal, ore, dump, or any other of the numerous pat-

terms of vehicles that go to make up a train. Of course the law does not specify that part of the equipment of a train known as the tank, neither does it specify a snow-plow or a pile-driver, yet undoubtedly these are as clearly distinct from the ordinary equipment as the tank is from the other cars in the train. The spirit of the law has not been fully lived up to until every point of contact, from the rear part of the train to the front of the engine, where couplings are made necessary, is provided with automatic couplers.

We have heretofore called attention to the figures submitted by the Interstate Commerce Commission in their report ending June 30, 1899, but we will again refer to them as a fearful reminder why this law was enacted.

"On June 30, 1899, there were 928,924 persons employed on United States railways. During the year ending that date 2,210 of such employes were killed and 34,923 were injured in railway accidents. The number killed and injured in coupling and uncoupling cars in 1893 was in the ratio of 1 killed in every 349; injured, 1 in every 13. In 1899 these ratios were: Killed, 1 in every 563; and injured, 1 in every 22."

While we have no statistics at hand to show the number killed and injured in coupling the tank of the engine to other cars in the equipment, we may safely assume that the number stands high in per cent injured and killed from the fact that no work can be done with an engine until a coupling is made between the tank and the cars that are proposed to be moved by the engine. It will, therefore, be seen that many such couplings are necessary in the course of a trip, and are of a more dangerous nature, owing to the great weight of the engine, than between ordinary cars. The danger in coupling cars of like type draw heads is serious enough when we take the statistics to show the number maimed in this operation, but when draw heads of types so dissimilar as an automatic coupler and a common draw head come together the danger is magnified a hundred fold, and unless the operator takes the precaution to change the link from the common draw head to the automatic, which act in itself is a

source of a great danger while the cars are in motion, the link, should it not enter the automatic or prove too large for the slot in same, will invariably break and hurl the pieces with the velocity of a cannon ball. The operator stands with his hands on either side of the couplers, one guiding the link, the other within the knuckle of the coupler, ready to press the link close within the slot to receive the pin.

When we consider this operation and the dangers attendant upon it, it certainly appeals to reason that the law framed for the protection of employes in this class of work, intended to cover every vehicle in the train that moves upon its own wheels. It seems ridiculous to attempt to render a technical construction when the whole purpose of the law is to protect life and limb. We wish our courts would try to familiarize themselves somewhat with the equipment of our railways, and the relation that exists between one vehicle and another. To omit the tank from the category of cars simply because it generally follows the engine, would necessarily mean that it would not be considered a car if placed in any other part of the train, which is often done. During our experience in train service we have hauled many a tank without its engine, but they have always been classed as cars. Why then at this time should they be left out of consideration altogether? Should the position that the tank occupies in the train change its character and constitute it a car, if it was not a car before? Would the change of position of any other car in the train transform that car into one of another class? If a dead engine were placed in a train that engine at once becomes a part of that train so far as the make-up is concerned and should have every automatic appliance that the law calls for for the protection of life and limb.

The law can only reach its highest value and efficiency when all interested observe the purpose for which the law was made. When such decisions are made, as the above by Judge Remley, they show a disposition to be technical rather than to render an interpretation of the law according to its true spirit.

## CRIME INHERENT.

Perhaps there is not one among us but has given more or less thought to the causes that make so many criminals in our land. There are so many differences of opinion, however, and each supported by more or less tangible reasons, that sometimes we find ourselves lost in doubt as to what really is nearer to the true reason. We find every theorem in mathematics based upon a few simple truths called axioms. They are self-evident and they need no proof to convince the mind that they are true. Nature has its axioms as well and if we will but carefully make our researches along its lines we will find the remedy for many an evil that is being worked out on a wrong hypothesis. We have many times refuted the argument that crime is directly attributable to economic conditions and gave it as our opinion that crime is inherent.

It may be of interest to follow what the Rev. R. A. White of the Stewart Avenue Universalist Church of Chicago, has to say upon this subject as given in the Chicago Times Herald:

When society is wise enough to take as much care in the breeding of human beings as it does in breeding cattle, race horses, cats and dogs, much of the evil of life will disappear.

Evil is the wrong use of things intended for good. The heart of things is good. There is no personal devil—no inherent dualism of good and evil. Through ignorance men misuse laws and forces and evil results. The evils of social life outweigh all the evils they suffer from the forces of nature. Some are born diseased, born in tenements, live in alleys, are born with criminal tendencies and grow up under conditions which foster criminality. Why all this? People so born are not to blame.

We view the problem and talk piously about divine providence and the mysterious ways of God. But in the main the problem comes back to the wrong use of great and beneficent laws. Heredity conserves the moral and intellectual capital of the race. It must also conserve the evil tendencies. God could not make a river which would float only ships bound on errands of righteousness. That so many are born with evil tendencies is due to the fact that parents somewhere along the line have broken laws of health or morals.

A case is on record that out of 709 de-

scendents of a criminally inclined ancestress 106 were illegitimate, 162 were beggars, 181 of the women were dissolute, 76 were criminals, 7 were condemned for murder, etc. Five hundred and ninety-six out of the 709 were tainted with the criminality of their ancestor. Yet society hanged some of them, imprisoned and hunted others, built poorhouses for others and talked piously about divine providence. But it permitted these people to marry and intermarry with their kind and continue to stock the earth with beggars and dissolute women.

Society should see to it that criminals are not permitted to intermarry and rear broods of criminals. By law or moral suasion marriages between persons physically diseased should be discouraged. No sentimentality should interfere with reasonable measures to prevent the perpetuation of disease and criminality. Society has no longer the excuse of ignorance. Modern knowledge has revealed the law of transmitted tendencies.

Thousands are born every day in tenements reeking with disease-breeding germs; reared in sunless rooms and alleys, never a bit of clean dirt to dig in, never a bit of green earth to play on. Such children, or many of them, grow up sickly and criminal. We build hospitals and prisons and gallows for them and talk of providence. Better talk of the criminal carelessness and indifference of a society which permits in an underpopulated country like ours, with our manifold means of production, the poorer classes to so live and so rear their children.

In Chicago we have land and to spare; square miles of it held for speculation or for raising cabbages. Let Chicago tear down her filthy disease and crime breeding tenements; let our well-intentioned philanthropy build cheap but wholesome houses on our cabbage gardens for the small wage-earner.

We are adepts at raising cabbages on our unused land. How would it be to try, in a rational and systematic way, our hand at raising human beings, giving something of the same care and attention to the latter which the farmer gives to the former?

Let society take as much care of its poorer members as the farmer takes of his cattle. Restrict marriages between criminals; give people the best possible conditions in which to live and rear children. With our unused land let us spread population out a bit and give them sun and a patch of ground. It is criminal indifference which permits such herding as we permit in our cities.

When society does its duty it will have less need to marvel at the mysterious



ways of providence, which permits, in this age of intelligence and knowledge of physical and moral laws, so much wretchedness, criminality and disease. If we lived up to what we know and did what we might do the problem of evil would take on a different aspect.

Let the responsibility rest where it should, not with God, but with the carelessness, greed and indifference of society.

That kind Providence to which we look for the many blessings to sustain us has endowed mankind with the power to think for himself. The laws of nature are unyielding yet "directions for use" will be found upon every subject imaginable. The law of transmitted tendencies is as clearly applicable in individuals as in plants or the lower animals, and why not? If this be admitted should it not

follow that the moral degeneracy we see is the result of abuse of nature's laws rather than to any causes arising out of economic conditions? Many of the deplorable affairs that we are crediting to other causes are directly attributable to transmitted tendencies through marriage.

We believe Mr. White is correct in his views and we are not willing that either Providence or economic conditions should take the blame for what society itself is to blame. Let the laws of nature be subserved and be supported by efficient civil laws that will prevent the marriage of persons in whom criminal traits of character are inherent and crime will cease.



### A NEW WAGE SYSTEM ADVOCATED.

The system of piece work, while it does not directly affect our own craft, is one which is being discussed in the locomotive department and is being adopted here and there upon several lines with more or less satisfaction.

The question of wages is one that touches the lives of men and women as probably no other can, and if the conditions that obtain undergo a change that promises a doubtful outcome in the wage the laborer would have received under formerly existing circumstances, he is loth to adopt it, for he holds all such innovations as schemes to reduce wages. The laborer argues that he is regarded merely as a human machine, intended to give a certain number of hour's service for a given sum. If he can reduce those hours or increase the wage for them he believes that it is only right, as he is giving his life with every stroke of the hammer. The employer, on the other hand, loses sight of the wear and tear on this human machinery and demands all the service he can get for his money. Therefore, it will be seen that between the two, suspicion of one for the other prevents any mutual arrangement of a wage system that will be readily adopted by both.

Mr. George W. Dickie, manager of the Union Iron Works, and who is constantly associated with an army of men and boys engaged in the production of massive machinery, including great merchant steamships and war vessels of the first magnitude, says that the present system of reckoning the compensation of those engaged in industrial pursuits is a failure fraught with danger to the community. He thinks some other plan should be adopted, and says this must be done or the advantages of the highest benefits of modern civilization will be lost to the myriads who are engaged in productive occupations, employers and employes alike. Mr. Dickie's words carry weight and authority, coming as they do from a man of position and experience.

The Iowa Unionist gives the following excerpt from Mr. Dickie's address on the question of the wage system.

I find that there are generally two great questions or issues between the capitalist and the men who work for him, questions that people generally have got linked together in such a way that it is hard to pull them apart, and yet they really have no very intimate legitimate connection—time and money.

The workman wants to give small time and get large money. The employer wants to give small money and get large time, and between these questions of time and money the real thing that the workman can do, and that his employer wants done, is often lost sight of. If an hour of time by any workman always produced the same industrial result, then the questions of time and money could be properly treated together, but anyone who has had to deal with them is soon convinced that the one is no just measure for the other.

Many capitalists contend that labor or work is a commodity that can be bought and sold by measure, like any other marketable article, and that the value of it is to be expressed in so much per unit of time. In fact, this is the most prevalent method in buying and selling labor in use today.

The average man who is in the market with his skilled labor for sale does not want to sell the article he has on the market, but hours of time at so much apiece, and during those hours the purchaser is to coax the article out of him if he can. Nothing else in all the range of commerce is vended on these conditions.

Piece work as opposed to time work is the rule in some trades, but associated workmen generally protest against it, claiming that in all its applications it is simply task work, always having behind it a certain rate of wages kept steadily in view by the employer, who, as soon as a workman by extra diligence manages to earn more than the employer thinks his wages should be, begins to cut down the price per piece without regard to what the market price allows him to pay for labor.

There is unfortunately much truth in this argument of the workmen against piece work, for employers are not always just in dealing with the workmen in regard to the value of labor. This arises from the constant idea in the minds of both parties of some definite rate of wages that from the workman's point of view he should never fail to reach and from the employer's point of view he should never by any exertion on his part be allowed to exceed.

I have for many years been convinced that neither time work nor piece work should be the basis for settlement between the employer and the workman, and so long as either of these methods prevails we must go on fighting as we are now doing, each party keenly watching for a chance to outflank the other.

I have faith enough in human nature as we find it in workmen and those who purchase their labor to believe that it is possible and quite practicable to separate the labor cost from the material and other costs in our industrial products and for the labor part of our products to enter into partnership with

the men who are to perform the labor.

I know that a desire to do the very best they could by all hands every day would practically double the labor result, and with such a possible margin to work on the employer and his men might both make a good thing out of it if each had faith enough in the other to do his best for the good of both.

I was much interested while abroad last summer in some noted examples of this method of dealing with the labor factor in industrial products. About the end of June, with some other American engineers, I visited the famous engine works of Williams & Robinson, Rugby, England. These works are quite new, have been laid out with great skill, and especially in what might be called the humanities or provisions for the comfort of workmen they excel.

The principal product of these works is the famous Willan's engine, which is made here in all sizes from 10 to 3,000 horsepower. It is, however, their method of compensating the men for their labor in the production of these engines that interests us just now. What should be the cost of each engine they produce is carefully estimated, using for the labor items the rules that prevail in England as to the amount of work a man should do on an average.

The work to be done on every part has a definite value in this estimate, and that labor forms the foundation for settlement with the man or men that do the work.

The old time method is used in connection with this to meet the prejudice of the men, although I was assured by both the employers and some of the men I spoke to that time might be disregarded. I never saw such a brisk lot of men in any works. Foremen were not needed to urge the men and could devote their whole attention to the quality of work produced; hence they are called examiners in these works and pass upon the quality of all work done, signing the cards for it if found satisfactory.

I obtained one of these cards relating to what I considered the most difficult class of work to fix a value for—fitting work. By this card I found a workman named Davis fitting two flywheels on a crank shaft, which he accomplished in 8¼ hours. His rate of pay gave him 5s. 3d. for these hours, but his labor was worth 18s. 4d.—13s. 1d. more than his time worth. This surplus is divided equally between the workman Davis and Williams & Robinson. In this case the workman doubles his wages, and the employer makes a good profit.

I was assured that on an average the men made 60 per cent on their wages, and the concern was one of the most prosperous in England.

I had an opportunity to compare this establishment with another in the north

of England, also engaged in the making of engines, but where the general method of compensating the men was the rule. Here hard times was the complaint and labor troubles absorbing all the brain power of the management. Their total output was £234,000 gross for the year, with 1,130 men employed, while at Rugby, with 640 men, the output was £428,000. No wonder that the one was prosperous and the other struggling.

This is no new condition. Why, the old prophet found that the work in building the walls progressed rapidly "because the people had a mind to work"—but when one has a mind to loaf no skill on the part of the management can avert the inevitable result.

I found another very large concern engaged in general engineering work and employing about 7,000 men making a great success of its business by a method that it had had in operation for many years.

Here, as in the Rugby case, a careful estimate is made of the labor value involved in carrying out any contract. This labor value, with the plans, is submitted to a committee representing the workmen. This committee goes over the estimate for labor with the company's manager and, if found true, accepts it on behalf of the men. If the total labor value is, say £10,000, and it should go through the shops for a cost of £7,500 paid in wages (every man being rated according to the wages paid in the district) the difference of £2,500 goes to the credit of the labor surplus fund. Or, if it should cost £11,000, the difference of £1,000 would go to the debit side of the labor surplus.

Each six months the half of the labor surplus is taken over as the company's profit. The other half becomes a dividend on labor. If this amounts to 30 per cent of the pay rolls for the six months, a man who has during the six months been paid £40 in wages would claim a dividend of £12.

Here I found the men alert and striving to do their very best. If any man found a companion working on a method that did not produce the best results, he would at once put him in the way of doing better. Any one shirking his duty was doing so at the expense of his fellow workmen, and had to change his ways or seek work where his shirking did not affect the pockets of his fellow workmen.

I was shown here that for many years the average dividend to labor was 27 per cent.

I fully understand that any such system of encouragement to workmen presents difficulties in every business, but the difficulties are not insurmountable. Courage and honesty, combined with the right kind of skill on the part of those managing large industrial concerns, would, if patiently applied, result in such benefit to workmen and those for whom they work as would save many an industry from impending ruin.

Mr. Dickie's comparison between the two concerns above mentioned certainly presents a good argument for the adoption of it if all the conditions surrounding labor of the same class were the same in both countries; but we have evidence that these conditions vary not only in the different latitudes but in countries of the same latitude, even under the same government. If this be true, what assurance have we that a plan similar to that cited by Mr. Dickie would prove a success here? We have every respect for Mr. Dickie's experience; and also admit the plan he has given as an illustration seems to embody some excellent features, but we believe that before it can be adopted it will have to undergo a thorough trial in order to win the confidence and support of the American workingman.



## A NOVEL SUBSCRIPTION SCHEME.

The Railroad Employee, published at Newark, N. J., presents in very glowing colors, a new scheme called the "National Railroad Pension Agency." It is stated that this agency is being incorporated and its purpose is stated to be the formulation of a monster petition to the national congress at Washington to enact a law providing that all railroads, whether operated by steam or electricity, shall

pension all employees who have served that corporation for thirty years at half pay, and also to pension, at half pay, all employees who may be injured while in the company's employ five years or longer. It is proposed to get the signatures of all railroad employees in the United States to this petition. It is stated that the agency will at once begin to secure a full list of employees by congressional districts; that

no railroad company or its special agents will be allowed to see these lists should they be disposed to object to this work. The belief is expressed, however, that railroad corporations will not object to this scheme, but on the contrary, will favor it on the ground that if a servant sees a future ahead of him, he will be a more faithful and better employe, and look more to the interests of his company.

All this sounds very nice. It is, however, not explained what jurisdiction congress has over electric railroads, or any other railroads, for that matter, which are not engaged in interstate business. We all know how the corporations are longing for an opportunity to be permitted to pay such pensions. Of course they would not be willing to do it without the sanction of congress. All they want is an opportunity to withhold their opposition to this philanthropic effort. The whole meat in the nut is found in the conditions which are attached to the scheme. They propose to give a certificate of membership, showing age, department employed in, number of years' work on railroad, congressional district, post office address and their paper, The Railroad Employe, for three months at the cost of sixty cents. Thirty-five cents of this is to be paid on the start, when the paper and certificate

will be sent, and the balance will be payable upon demand. Any railroad employe whose heart is yearning for a chance to sign this particular petition will be accorded that privilege upon sending thirty-five cents and a two cent stamp to the president of the "National Railroad Pension Agency."

We have seen a good many ingenious schemes for getting subscribers for publications, but this has, at least, the merit of being original and novel. If the railroad employes of the country desire to make such petition to congress and desire such legislation, those who are organized can effect that purpose through their organizations, and those who are unfortunate enough not to be organized or not to belong to any organization will be permitted to sign without the necessity of sending thirty-five cents and a two cent stamp. We do not want to be understood as against any reasonable effort to secure the highest advantages possible for the railroad employes or to secure pension for them if it can be reasonably and constitutionally secured. We are, however, against any effort to that end which has for its purpose the booming of the circulation of any publication or the furthering of the personal interests of any individual or individuals.



### IS DRUNKENNESS A DISEASE?

Of all the habits in which mankind indulges and which is most often condoned is that of drunkenness. It is true that a drunken man presents a pitiful spectacle; not that his outward appearance excites our pity, but that we pity his lack of manhood to deny himself of that which makes him disgusting in the sight of respectable people.

When we hear those who say that they indulge in drink because they love its effects, we think we see them who have no pride left in self, nor respect for the mothers who bore them. Their maudlin conversation is filled with the babblings of the fool, and their very presence is obnoxious to all except those of their own class.

The Chicago Times-Herald, in an editorial under the caption "The Disease of Drunkenness," says:

The Toledo police judge who has a sympathy for plain drunks agrees with numerous sentimentalists and pseudo scientists when he says that they are the victims of a disease. By the same token, also, it might be added that gamblers, thieves and thugs of all descriptions are likewise unfortunates, laboring under a severe sickness, and we believe that some of the sentimentalists and pseudo scientists accept the conclusion.

But the truth is, nevertheless, that these pretty theories are essentially wrong and essentially demoralizing, where demoralization has already gone too far. A drunkard who is told that he is suffering from a disease, knows down deep in his own soul that his principal suffering is a lack

of manliness. If he has an honest interval occasionally he despises himself, recognizes that the plea of a want of will is one which might be urged in defense of all criminal weakness, of all dereliction of duty, as well as in defense of his worse than beastly appetite.

Strictly speaking, drunkenness is not per se a crime, as the sympathetic justice urges, but it is the father of many crimes—and even in its "plainest" aspects it rolls up a greater total of misery, heart-ache, ruin and despair than all the crimes put together. We can imagine nothing, therefore, which is more fatuous or unforgivable than the coddling of the individual who is responsible for a share in this total with the notion that he has no responsibility, that he is somehow really distinguished as a deserving object of compassionate concern. The whipping post would serve his case a thousand times better, but unfortunately the nature of the offense makes that impossible.

Drunkenness neither inspires courage nor crime. It simply benumbs the faculties so that persons do not realize the responsibility so readily as the normal mind would perceive them when doing a hazardous service or committing a crime. It is simply a loss of regard for one's self and safety, but the subject realizes just the same what he does notwithstanding the many pleas that the act was done unconsciously. No more leniency

should be shown a criminal act nor an act of negligence by which disaster is incurred while under the influence of liquor, than if the act were committed in a normal condition of mind.

A society of young ladies in several cities in Pennsylvania have pledged themselves to shun the company of all young men who drink and have obligated themselves that they will not marry a man who drinks. They are of that sort who lay aside all sentimentality about its being a disease that needs their pity and associated influence to lift the poor young man out of the gutter. They take the only reasonable view of the situation that exists and put him down as lacking sufficient manhood to raise himself and he is thus justly isolated from the society of those within whose circle he has no claim to move. It would be well if society everywhere showed its disgust for those who drink and instead of condoning the offense, banish them. If this were established a general rule our young men who imagine that they must "drown their grief in red eye" would hesitate a long time before doing an act that would isolate them from the society of ladies, and at the same time the number of "plain drunks" on our police court dockets would be materially lessened.



### JUDGE TULEY'S DECISION.

Judge Tuley's decision affecting the right of unions to keep work from non-union employers, presents a comprehensiveness of the spirit of common law that permits a man to tell the truth without fear of legal punishment, at any rate. It is refreshing to get a decision of this nature after having lived on a diet of injunctions and restraints for so long. While society is crying to be relieved from the demoralizing influences of strikes and its consequent effects, it would be better, perhaps, if it took Judge Tuley's view of the circumstances which impelled them and lay the injunction on the shelf until such time as a case should arise as it was originally intended to cover. The Chicago Post says upon the subject:

The case taken from the jury by Judge Tuley (for he directed a verdict of not

guilty) was one in which a local non-union contractor, Frank L. Davis, charged certain officers of the Mosaic Workers' union with conspiracy to injure his business. The facts alleged by the plaintiff were admitted, but the construction put upon them in the complaint was denied by the defendants.

It seems that the union had issued a circular to architects, builders and contractors, setting forth that Frank L. Davis was the only mosaic manufacturer in Chicago who had refused to sign the agreement with the union, and in consequence no union men would work for him. The circular further said: "We therefore request you not to let any contract to him until he has acceded to our demands. Sympathetic strikes will result on any building where he gets a contract."

Was there in these statements a wrongful attempt to injure the non-union contractor? After summing up the evidence

Judge Tuley declared the law bearing upon the facts to be as follows:

"The law holds that any person in competition with another may state the truth regarding the business of the other, however injurious to the business of the other that truth may be. This is true of combinations and corporations as well as of individuals. The motive in making such truthful though injurious statements may be to take from the other some of his business and to add to the business of the person making those statements. The motive is a legal one. The act and the motive in this case are both legal."

In other words, competition is industrial warfare, and injury is not the test of wrong. A man has a right to attract all the patronage he can, not only by praising his own goods, but by telling unfavorable things (provided they are true) about the goods of his rivals. He may injure them, but his method is not wrongful. The Mosaic Workers' union simply told the truth about its relation to Davis and the consequences that would follow the letting of contracts to him. An injury

may have resulted, but such an injury as the union had a legal right to inflict.

The effect of the above decision is further reaching in effect than that which simply accords the right to turn the tide of trade by truthful statements concerning a man's business. It shows to the people wherein lies the primary cause of many labor disturbances and just what caused them. The case decided by Judge Tuley was one that, had he taken the ordinary view given such matters by other judges and granted a restraining order, the very condition of affairs described in the circular must have taken place, and as a result the usual influences of a strike affecting the whole community must have taken place. A general interpretation of the law on the same lines by all our judges would very materially lessen the number of strikes and afford a means of settling differences between employer and employe without having to resort to the strike.



### NOMINATIONS BY PETITION.

Gunton's Magazine contains an article on the subject of abolishing conventions and instead thereof to nominate by petition. It is suggestive of primary reform and proposes that the nomination of candidates be made by petition of registered voters. The plan is democratic in nature and invites a wider interest in politics than the present method which too often is made the subject of corrupt influences. In illustration of the plan, it says:

Thus, for instance, in the nomination of congressmen, provide that every name presented with the endorsement of fifty enrolled republicans or democrats shall be placed upon the nominating ballot in alphabetical order. In this way any person whom fifty voters of his own party desire to have submitted to the people's approval as a candidate can be put upon the list. At the legal primaries the voting is open to the entire electorate of the district, who are entitled to vote in the party primary. The person who receives the largest number of votes in the secret ballot thus taken becomes the party nominee, whose name is to go upon the official ballot on election day. This would do two things: it would give the voters

not merely the right but the protected opportunity to nominate, because it would enable every person of any appreciable popularity to have his name submitted to the voters of his party for nomination. The organization might nominate a candidate but they could not influence the voters any more than they can now do so at the polls. In short, this would place the nomination of candidates under the protection of the secret ballot, which has already been adopted as the last resource for protecting the citizen's vote at the polls.

There are several things to be considered in a plan of this nature aside from that of first making it a part of our constitution. Whether the benefit to be attained will justify a change in our present methods which alone seem adequate with so great a population as we have in the United States, is a question for broader economists to decide. However, it presents a fair, rational method, to our mind, that would be a marked improvement upon the present convention system in which boodle and corruption seem to predominate.





No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

"Let all the bitterness, and wrath, and anger, and clamour, and evil speaking, be put away from you, with all malice, and be ye kindly affectionate, one to another, tender hearted, forgiving one another."

The founders of the L. A. must have had St. Paul's exhortation to the Ephesians in mind when the code of conduct for its members was formulated. How the doctrine of the Bible permeates every sentence of the solemn obligation every member is required to take, and our lectures are an epitome of the Gospel. Nothing but the spirit of Christ's teachings could produce such a code of principles and conduct as is taught in our ritual. Every fundamental doctrine of the Bible is taught. Visiting the sick, caring for the needy, bearing one another's burdens, charity, truth, friendship, sisterly love. Sisters, how many of us bear in mind the solemn promise of cultivating sisterly love, that our solemn obligation requires of us?

It is not surprising that of fifteen or twenty women drawn into an organization such as ours, and perhaps most of the members strangers one to another, that there should be many conflicting elements, and anything but a sisterly feeling prevail. But remember, we promise on bended knees, with hand on the Bible, before Almighty God, to cultivate sisterly love. Do we do it?

To me our obligation is as awfully solemn and binding as my church vows, and I think candidates ought to be made to more fully appreciate the solemnity of the obligation they will be required to take.

Oh, how I wish I might impress on every member the deep significance of our solemn vow, "I will not traduce a Sister, nor allow her good name assailed, if in my power to prevent it." Is it not in our power to prevent hearing a Sister's name assailed? We surely can refuse, at least, to listen, if not prevent the words being said. And how much need we have of patient forbearance, doing unto others as we would that they should do unto us.

What a power for good we might be if the spirit of our motto, "charity, truth and friendship," was the rule of our lives.

Since my last we have added three new members to our Auxiliary and have several that are considering the idea of membership. The attendance at our meetings is good and a good interest prevails. Our socials are a success finan-

cially and socially. We are just finishing a beautiful silk quilt, which will be disposed of soon to help inflate our bank account. Should you not hear from 116 again during the summer it will be because the correspondent is actively engaged in farming and looking after her chicken ranch, and will have no time for such frivolous things as letter writing!

There are several of the Sisters planning to attend the convention in June, but because of the before mentioned occupation, your scribe will have to remain at home to run the farm, while the pater runs his train; so when the old conductor has to retire it may be to a farm of his own instead of one provided by the Conductors, or beginning to learn the tailoring or shoemaker's trade. Greetings to all the Sisters from 116.

CORRESPONDENT.

Newton, Kans.



**Editor Railway Conductor:**

As spring is almost here I will try to get ahead of the robins and warble my little piece in the journal for the benefit of Auxiliary 115.

At our last meeting we held a dime social in the rooms after business was transacted. Sister Bradley, Chairman, with four other Sisters, acted as a committee. Cards were played and light refreshments served. Each Sister invited friends, and a neat little sum was realized. All had such a good time that we have decided to have another March 15th. Progressive pedro will be the feature of the afternoon. I know Sister Wilkie is looking forward to getting the prize, as she is the lucky one where consolation comes in. Sister Eagen of Frankfort has been very ill, but is on the gain, and we hope to have her soon with us again. What has become of Division 150? Auxiliary 115 is saving all spare pennies so that when Division 150 wakes up it will have to be more than a dime social to make up for lost time.

Will whisper just a little secret: Brothers, save all your pennies, too, for Auxiliary 115 is talking of having a grand ball in April, where all Sisters and Brothers will dance the old fantastic of a century ago.

We have one candidate for next meeting. We should have initiated Brother Wolliver's better half four months ago, but he has been very ill—is now getting better, so we hope to have her for candidate soon. The doors of Auxiliary 115 stand open wide to all the Sisters.

Utica, N. Y.

MRS. GEO. PENNER.

**Editor Railway Conductor :**

The following officers were elected by Auxiliary No. 126: Pres., Mrs. Nora Haverly; V. P., Mrs. Nellie Londy; S. S., Mrs. Mary Dunn; J. S. Mrs. Fannie Danner; S. and T., Mrs. Clara Fletche; Guard, Mrs. Miller; Chairman of Ex. Com., Mrs. Barkley; Cor., Mrs. Martha Myers; Musician, Mrs. Ella Warner; Delegate, Mrs. Martha Myers; Alternate, Mrs. Lydia Butter; Ins. Agt., Mrs. Underwood. With such an able corps of officers Auxiliary 126 ought to prosper the coming year. On Dec. 17, 1900, we celebrated our second anniversary by serving an elegant banquet and inviting the members of Division 165. I was unable to attend on account of sickness but I know everybody enjoyed themselves.

Fort Scott, Kan.

CORRESPONDENT.

**Editor Railway Conductor:**

Auxiliary 117 finished up our silk friendship quilt in August. Sister Geo. Lumpkin, our S. and T., got the most on her square, so she was the lucky winner and the quilt fell to her. She had between forty-five and fifty dollars given her. We had an entertainment at Sister Lumpkin's to decide who was to get the quilt. Each member carried her money sealed in an envelope with her name on it. A committee of two Brothers of Division 186 were appointed to open them and call out the amount each had collected. The contest was getting to be really exciting, when they finally called out Sister Lumpkin's amount; and then you ought to have seen the balance of us wilt! The total amount collected on the quilt was \$91.30. Refreshments were served later, and we had a royal good time, as we always do with Brother and Sister Lumpkin as host and hostess. Mrs. W. H. Churchill was present that night [it was the last entertainment she ever attended, as she died a few days later, at the residence of your correspondent] and she made such a nice talk in the interest of the home at Highland Park. She had visited the home and had its interest very much at heart.

We had six additions to our membership last year and have two petitions in already for this year, and the promise of several more. On Nov. 20 we gave an oyster supper at the home of Brother and Sister Lumpkin. We realized quite a nice little sum and enjoyed ourselves thoroughly. Sister Taylor distinguished herself as an entertainment committee and kept every one in a high state of good humor.

There have been several deaths in our member's families during the last year, and our hearts go out in sympathy to them all. Brother J. T. Hunt has had quite a bad spell of pneumonia, but we are glad to say he is out again and back on the road.

Our new officers are as follows: Pres., Mrs. G. A. Taylor; Vice Pres., Mrs. C. A. Hardwick; S. & T., Mrs. Geo. Lumpkin; S. S., Mrs. W. C. Hangken; J. S., Mrs. W. D. Short; Guard, Mrs. C. Winegar; Ex. Com., Mrs. J. T. Hunt, Mrs. E. J. Hall and Mrs. J. Norman; Correspondent and Delegate, Mrs. C. M. Lansford; Alternate, Mrs. C. A. Hardwick.

Our last meeting was indeed a very happy one. The Sisters of 117 having prepared a delightful surprise to your humble servant, the retiring president. It came in the form of a very handsome chocolate set, the presentation being made

with a neat little speech by Sister Hardwick. Light refreshments were then served by our President and Guard, Sisters Taylor and Winegar, after which the regular order of business was resumed.

News came to us last week of the terrible misfortune that has befallen the family of Brother W. H. Wilkes, of Prattville. His mother lost her home by fire and his two sisters were cremated in the building. He also lost his home which is next door.

MRS. C. M. LANSFORD.

Birmingham, Ala.

**Editor Railway Conductor:**

The following are the officers of Auxiliary 147—Pres., Mrs. M. Chapman; Vice Pres., Mrs. G. Hill; S. & T., Mrs. Fugate; J. S., Mrs. Rhodes; S. S., Mrs. A. Forkner; Ch'm of Ex. Com., Mrs. C. Hanford; and Correspondent, Mrs. Watson.

A surprise party was given the O. R. C. by the ladies, last January, at which every one had a good time.

Our Auxiliary has been very unfortunate in the loss through death and removal of so many Sisters, but still we struggle on and trust in God. We are employing ourselves now by piecing a silk quilt, which we expect to raffie off and thus replenish our almost empty treasury. After finishing this quilt we expect to make another one out of ties given us by the members of the O. R. C. Here is where we expect help from all Divisions. We should like to have every Brother send us one neck tie, also his Division and number, all of which we expect to utilize in our quilt. The Sisters can help us in this by reminding the delinquent Brothers of their ties. We should like the ties sent as soon as possible, so when you are through reading this request go find your tie and send it at once; with many thanks in advance. MRS. C. G. WATSON.

East Las Vegas, N. M.

**Editor Railway Conductor:**

Division 244 invited the L. A. 148 to joint installation. The following officers were installed by Sisters Miles and Bradish: Pres., Mrs. Ella Roberts; Vice Pres., Mrs. Lou Bates; S. & T., Mrs. Mary Fennel; S. S., Mrs. F. Lyons; J. S., Mrs. W. Marvell; Guard, Mrs. W. O. Smith; Ex. Com., Mrs. J. Payne, Mrs. F. Clark and Mrs. Roberts; Musician, Mrs. Geo. Bevers; Ins. Agt., Mrs. Prosser; Delegate, Mrs. M. Mattingly; Alternate, Mrs. William Brown; Correspondent, Mrs. Mary Martin.

As soon as the ceremony of installing our officers was completed Chief Conductor Phelps, in behalf of the Brothers of 244, presented our installing officer with a beautiful bouquet of carnations. Sister Myles thanked the Brothers in behalf of her own Auxiliary, 148, for courtesy shown the Sisters. The conductors then proceeded to install their officers. Then songs and recitations were the order of the evening. At ten o'clock supper was announced. A delicious repast was then partaken of by one hundred members and friends. At one o'clock, tired but happy, the two special electric cars in waiting took us home to Colorado City.

We began the new year with a New Year's watch at Sister Norvall's. Sisters Clark and Martin assisted in entertaining for the evening. Sister Myles has been very sick, and is recovering very

slowly; also the son of Sister Hawk, was very low with pneumonia.

The fancy dress ball which was given by the L. A., Feb. 22, 1901, was a grand success socially and financially. Auxiliary 148 has been very prosperous in the past year. I am sorry to say we have lost some of our members, Sister Harrington moving to St. Louis; Sister Ingham is living in Old Mexico; Sister Mobeliy is going to Ft. Worth, Texas.

All Sisters coming to Colorado City will find a cordial welcome extended them from the Sisters here.

MRS. MARY MARTIN.

Colorado City, Colo.



#### Editor Railway Conductor:

Because we have not been heard from for some time the Sisters need not think that we are no longer in the land of living. On the contrary we are prospering; our treasury is in good condition; everything in excellent running order and we have faith that the future has better things in store for us. The sky is not always sunshine; often we find a cloud overlooking the shoulder of sunshine. We then buckle on our armour anew with a strong determination to stand by the ship no matter how many breakers may be ahead of us.

We have two applications for membership and we hope to have many more added to our list. The officers for the year are as follows: Pres., Mrs. Geo. Dervester; V. P., Mrs. Ben Mankin; S. and T., Mrs. William Kacy; S. S., Mrs. W. S. Garr; J. S., Mrs. W. T. Drake; Guard, Mr. J. N. Creamer; Ex. Com., Mrs. W. T. Drake, Mrs. J. N. Creamer and Mrs. G. B. M. Sewell; Delegate, Mrs. W. S. Garr; Alternate, Mrs. J. N. Creamer.

On February 22 we celebrated our tenth annual masquerade ball. It was a most encouraging success and netted a snug sum for our treasury. We are now busy preparing a box for the Home at Highland Park. We are looking forward with great pleasure to the meeting of many Sisters in the beautiful city of St. Paul, and we trust that everything done at the coming convention will be for the best interest of the Order and its auxiliary. With best wishes and prosperity for all Divisions.

Huntington, Ind.

ERIE.



#### Editor Railway Conductor:

Auxiliary 10 installed the following officers for the ensuing year: Pres., Mrs. Effie Caroli; V. P., Mrs. Bella Masters; S. and T., Mrs. M. Finnerty; J. S., Mrs. M. O'Hara; S. S., Mrs. G. Frarenfelter; Guard, Mrs. Anna McCue; Ex. Com., Mrs. K. Bigart, Mrs. J. Dooley, Mrs. D. Howley; Corres., Mrs. O. J. Miller; Del., Mrs. M. Finnerty; Alt., Mrs. Effie Caroli. Past Pres. Sister Fowler of Binghampton acted G. P. and Sister Gardner, Assistant. Our Auxiliary have started the new century with very bright prospects and to help the treasury along the president started a series of poverty teas given at the homes of the different Sisters, and they have proved so far a success, and we hope to keep the good work up so that in the future we may be able to give a fifty thousand dollar dinner to the Railway Conductors instead of giving their wives a poverty tea. One draw-back to our Auxiliary is the very poor attendance of the members at the meetings. It seems rather discouraging to the of-

ficers to hold a meeting with a hall full of chairs unoccupied. It seems that any Sister could afford to spend an afternoon twice a month and I do wish they would attend the meetings more regularly, and I hope that the near approach of spring and Easter bonnets will see all of our members at meeting.

MRS. O. J. MILLER.

Scranton, Pa.



#### Editor Railway Conductor:

Auxiliary No. 12 installed the following officers: Pres., Ella Harper; V. P., Edith Mollmore; S. and T., Ida Myers; S. S., Jennie Scofield; J. S., Vina Myers; Guard, Edith Billings; Ex. Com., Sisters Anna McMiles, Anna Conners, Samantha Harper; Delegate, Ida Myers; Alternate, Jennie Scofield; Ins. Agt., Ella Harper; Cor., Vina Myers. We look forward to a prosperous and happy year. While we are only a few in number we work in harmony and peace for the good of the Auxiliary. If any of us can look back over the year just passed and see wherein they could have been more faithful to the Order may they be fully determined to do more in the new year which is now before us. At our last regular meeting we initiated one candidate and have bright prospects for more. Now we are looking forward with much pleasure to a visit from our Grand President. It has been a long time since she met with us and we are anxiously awaiting her coming. God bless, watch and protect each and all.

VINA MYERS.

Bellevue, Ohio.



#### Editor Railway Conductor:

Today is St. Patrick's day. How significant the meaning to every patriotic son of Erin. The sun shines brightly. The air is balmy as a May day and happiness gleams from the faces of passers by as they glance proudly at the knot of emerald ribbon and sprig of shamrock worn upon each manly breast. I admire patriotism in all classes—let the Irishman cling with fond memories to the land of the shamrock. Let the Scotchman shed tears when you speak of the heather. Let the German love the music of the fatherland; the Italians admire their art and artist, and the Englishman bow with reverence to her stately sovereign—but let us as Americans be more ambitious and liberty loving and patriotic than them all. Let us as members of the L. A. to O. of R. C. be true to our Order. We have our great national holidays which we observe with all due ceremonies, but the day uppermost in our minds now is the opening day of the coming convention and the days following.

We had an unusually interesting meeting Wednesday afternoon. We have been at work for weeks. Our president has appointed her committees and each section is conscientiously at work doing her share of the work. We have a card party the coming Wednesday afternoon at the Buckingham. The privilege has been kindly tendered us by Sister Cole, who has only recently joined our ranks. We have been having several entertainments of late which have been most successful. The hostesses have been Sister D. E. Hickey, Sister E. R. McGiven, Sister McCall and our president. At our next meeting we will make out the program for the opening day of the convention.

The local committee has secured the Merchant's

Hotel for headquarters for the convention, which I think will give very satisfactory service. The hotel is practically but one block from the Union depot. It is on East 3d street, Cor. of Jackson St. The depot loop car passes the door which connects with all of the car lines of the city. The board is excellent and the rates are from \$2 to \$4 per day, according to location of rooms. Splendid service will be given for \$3 per day. Through the courtesy of Gov. Van Sant we have been given the use of the Senate chamber of the state capitol to hold our convention. The hall has a commodious seating capacity, with a comfortable gallery. The inter-urban Rice St., Maria Ave. and Rando car lines pass by the door and it is but a short walk from the hotel. The conductors will have their headquarters at the Ryan hotel. It was deemed advisable to have the two grand bodies have separate headquarters. We are looking forward to having a most successful and profitable session. Let us stand by our leaders and let us always have the interest of the Order uppermost in our minds and let us, dear Sisters, as women conduct the coming convention so that the Conductors' noble body of legislators that they are—will have no cause to cast reflection upon us or upon our Order. 'Tis a noble work we have undertaken now let us see to it that we do the work well. Above all things let us be careful to keep our doings within the walls of the convention hall and not bother the conductors with our grievances—if we have any. But God grant that there may be nothing of the kind. I read with delight Sister Moore's letter in THE CONDUCTOR. We have an able leader who works carefully and conscientiously. Let us appreciate her efforts. Our weather is delightful at present. I hope that fortune will favor us with much pleasant weather convention week. The Locomotive Engineers, the Firemen, the Trainmen and their Auxiliaries are all planning to entertain our visitors in some way.

I am personally acquainted with a jeweler in the city and I am having him make me a small key (a little golden key) to give to Mrs. Moore, our Grand President, when she comes to the convention. This key will unlock the portals of the city; it will also unlock the hearts of each of the members of Auxiliary No. 98, and the key is so constructed that Mrs. Moore, by virtue of her office, will impart to each one of the visiting delegates the charm which the key will have given to her. Now, friends, we want you to understand that the city of St. Paul will be yours while you are in it. We want you to enjoy every moment you spend in the Twin Cities, and we want you to carry home with you fond recollections of our North Star State, of its beautiful Minnehaha Falls and the other pleasures it affords. Let each one of us do our duty and make an effort to see that the convention of 1901 will go down to history as being one of the most pleasant and profitable of any session yet held. Let us legislate, and that, too, with skill and reason.

MRS. J. C. McCALL.

St. Paul, Minn.



Editor Railway Conductor:

Although at the eleventh hour No. 17 L. A. to O. R. C. sends greeting to THE CONDUCTOR and all Brothers and Sisters of our Order, wishing all a

prosperous year, with sorrows none and pleasures many.

The old story of election and installation of officers (while often told, yet none the less important) was a feature of our meeting Dec. 21, 1900, and Jan. 4, 1901, when an efficient band of officers were elected and installed, that bespeaks for the Division a successful year's work. The year 1900 was quite a red letter year to our Auxiliary in some respects at least. It was a year of sociability and pleasure and good will to all, with but little, if anything, to mar peace and harmony within our borders. The dread monster death, did not cross our threshold, and we did not loose a member in any way, and gained three by initiation. Our meetings were well attended and successful in all the routine of business. Our dime socials have been a success and full of pleasure. We therefore feel thankful for the year 1900.

L. V. RIGGIN.

St. Joseph, Mo.



Editor Railway Conductor:

My subject is "swiping." As we are about to take one more trip to the meeting of the Grand Division at St. Paul, in May, I wish to talk a little. I understand the Twin Cities are talking, planning, and working in all directions for the good and pleasure of those who may attend. That the cities are to appropriate money and throw wide open their doors to entertain us. Shall we go there and show appreciation, or shall we show that we are like a herd of cattle? I suppose you must all fully understand by this time that the moment a conductor adorns himself with the conductor's paraphernalia that he is branded by some as a thief, deservedly or undeservedly. I well remember four years ago of being at St. Paul, and well and abundantly we were served at the Merchants' Hotel. We have many of these good times, and how shall we repay them? By showing to the world our highest type of manhood and womanhood? I hope it can never be said of any of us, as it was said of a certain man once, active in military and political affairs, that they will shout "spoons" as we pass by. The spoon souvenir fad has become ridiculous and diabolical. Shall we as ladies, wives and mothers set this example or ever sanction it? At Cadillac Hotel, Detroit, on reception night, there was a free punch bowl, and each one who drank was to have the glass as a souvenir. I am told that one Sister swiped at least four glasses by putting them in a gentleman's pocket. I did not see this as my silent partner and I retired early on that occasion. Now, if these and many other like circumstances that could be mentioned are true, what can be done about it? I really think souvenir seeking has come to a sad pass! People even chip grave stones. Just think of it! At Plymouth, Mass., the grave stones of the old Pilgrims are nearly covered with zinc to protect them. Go to Washington and see what souvenir seekers have done to those elegant bronze doors at the entrance of the Capitol. Some cannot go to a hotel without swiping a teaspoon. I have only two dozen silver teaspoons and in a year entertain a large number of visitors. What if each one should feel it her duty to steal one? I think I should begin to realize some one had been here, and I should not call her visit blessed. I could never see where the

pleasure came in taking spoons marked with different hotel names. I should never care to show or use them.

I once knew a woman that I had considered honest until she showed a teaspoon that, she said laughingly, she swiped. It had a certain hotel name on it, so I did not doubt her word, but all respect for her ended at once. I consider this just as great a crime as if money was taken from one's pocketbook. Why can't all bear this in mind? I know there are good and bad in all colors, classes and creeds; but let's be honest! "Do right for right's sake," and show the world we can be, and are honest, realizing that only one going astray hurts the whole crowd; although there may be a black sheep in every flock. Dear friends, let us this year try hard to show we left all the swipers at home, and I know St. Paul will appreciate it.

Woodsville, N. H.

A SISTER.

#### Editor Railway Conductor:

Auxiliary 8 has been full of business. At our last meeting we initiated a new member, Sister Stringer. On March 6th Sisters Shaffer and Long went to Mauch Chunk and organized an Auxiliary to the O. R. C., with twenty-eight charter members, and bright prospects for many more in the near future. Our tenth annual banquet was held on March 18th in our commodious quarters. The invitations, which were confined to all O. R. C. members and their families, brought together a large company that was bent upon having a royal time. The Twelfth Regiment Band orchestra furnished excellent music for the occasion. A neat little program had been prepared by the ladies, consisting of dialogues, recitations, tableaux, vocal music and a representation of a country singing school; then came the part that every one present was interested in—the supper, which consisted of all the delicacies of the season. After doing ample justice to the repast we returned to our respective homes.

One of our Brothers came near making his last run, all on account of a dynamite explosion, but we are glad to say no serious results followed.

Sunbury, Pa.

MRS. HARRY RIDDLE.

#### Editor Railway Conductor:

Having just read January CONDUCTOR and noting the special interest the different Auxiliaries seem to be taking at the beginning of the new year, I feel it my duty to say a few words in behalf of Auxiliary 14. We are slowly progressing. Our membership is small, but if we would all unite with more effort I think we could increase it somewhat. As we all have our home interests to look after, we often neglect our duties to the Auxiliary for the want of time; still we cannot complain of the last year, for we have had some good times in the way of socials and entertainments. We were made welcome at Sister Helfer's home the latter part of August. A pleasant time was spent, and after partaking of the good things to eat, were favored with instrumental music from her two daughters. On the 3rd of October we gave a Tom Thumb wedding and pigeon pie social. We had a large crowd, and realized a neat sum of money. October 24 was the date of our annual ball. Our crowd was not as large as we expected on account of one given the

night before, but all had an enjoyable time. Sister Starkey, Sister Yetts and Sister Dingeman entertained the afternoon of the 8th of November. The rain prevented a great many of the Sisters from coming, and sorry they were, well knowing the luncheon prepared by these Sisters was of the finest, as it had been sampled before. Sisters Lockwood, Wright and Sanders gave a social Nov. 16, at Sister Lockwood's home. Much credit is given these ladies for the able manner they entertained, and we all expect to have a good time when we go there. We were pleased to have Sister Helfer move back to the city, after a year's absence, and we were also sorry to part with Sister O'Brien when she moved to Burlington.

In electing our officers for the new year we made a great many changes. We hope our new President will fill her office as creditably as our retiring one has, and feel equally sure that she will. Those elected and installed were as follows: Pres., Mrs. J. M. Wilson; V.-P., Mrs. H. L. Lewis; S. and T., Mrs. J. O. West; S. S., Mrs. W. D. Dingeman; J. S., Mrs. W. Patton; Guard, Mrs. H. Sanders; Ex. Com., Mrs. C. W. Tyler, Mrs. H. L. Lewis and Mrs. W. D. Dingeman; Delegate, Mrs. W. Patton; Sub. Ins. Ag't., Mrs. H. L. Lewis; Correspondent, Mrs. C. W. Tyler.

MRS. C. W. TYLER.

Ottumwa, Ia.

#### Editor Railway Conductor:

Auxiliary 114 installed the following officers: President, Mrs. Fred Seymour; Vice Pres., Mrs. T. McMillan; S. Sister, Mrs. Snider; J. Sister, Mrs. J. W. Hume; Sec. and Treas., Mrs. John Bruger; Ch. Ex. Com., Mrs. J. Shrieber; Guard, Mrs. Theodore Dox; Correspondent, Mrs. W. J. Riley. Our installation was, as usual, a pleasant social affair, and supper was served to many friends. The Auxiliary is planning to continue giving the very successful suppers as we did last year. We have found that they not only increased our reputation as good caterers, but has also swelled our treasury fund.

Many of us are making plans to attend the convention, and if nothing prevents Auxiliary 114 will make a good showing. It seems to a partial observer that there is a marked increase of interest taken in our work lately, both in and out of the lodge room, and each and all are striving to make our society what we profess to be—a true Auxiliary—and as we cannot become better helpmates without becoming better in every way, so we confidently believe for the ideal of true womanhood.

Green Bay, Wis.

CORRESPONDENT.

#### Editor Railway Conductor:

THE RAILWAY CONDUCTOR, with its beautiful though modest Quaker robe, comes again to us with the new century, and we are gratified to still be remembered as we read the letters of the Brothers and Sisters. We have no railroad organization here, but can tell you of a great blessing that came to this town in this twentieth century in the form of a grand awakening among the whole population—men, women and children—seeking Christ and finding Him. "Sound for Service Bands" organized in all the schools, and as fast as one boy or girl learns of Jesus, goes and tells friend or brother, and he also follows Jesus. Pray-

er meetings are held after school. Cottage prayer meetings at the homes. The Bible is the book of books now, and all are studying it—not merely reading, but poring over it with deep interest, loving it because of its author. It all come about in this way: A great evangelist came, named Williams, who, as John the Baptist, came crying, "Repent! Repent! for the Kingdom of Heaven is nigh!" Then his helper, Mr. Alexander, a sweet singer, just sang the people right into the Kingdom. 'Twas a glorious sight and a glorious time. We only wished for a Division here that our O. R. C. boys might have a chance to know the Lord. But before this reaches you these same servants of God will be holding services in Fort Scott, Kan., and we pray God that there will be many of our boys brought into the presence of the Grand Chief, Jesus Christ, and learn to know what He requires of them here to show forth His praise. The consecrated singer will not fail to touch all hearts, for he is full of the Christ Spirit. His father—long since gone to the unseen country—was a railroad man, so he will have a deep interest in railroad men. May God bless the boys at Fort Scott, and may we hear that they are on the main track, pulling toward Heaven, never to be side-tracked again.

Let's hear from Fort Scott, Kan., after Jesus of Nazareth passes by. Mrs. C. H. BROWNE.  
Hiawatha, Kan.



#### Editor Railway Conductor:

On the evening of January 10th the officers of Dewey Division 121 were duly installed. The popularity of Sister Wright was shown by her being elected for the third time our president, and our faithful secretary and treasurer was re-elected. The officers are as follows, all of whom we feel sure will do their duty well: Pres., Mrs. T. J. Wright; V.-P., Mrs. E. L. Myers; S. & T., Mrs. A. N. George; S. S., Mrs. Van Smith; J. S., Mrs. Jap. Birge; Guard, Mrs. Ed McAdams; Ch. Ex. Com. and Ins. Agt., Mrs. Geo. Pettis; Delegate, P. P. Mrs. T. J. McKee; Alternate, Mrs. Wm. Warnsley; Organist, Mrs. A. N. Wakefield. Sisters appointed for the link work were, Sisters Cogswell, Kelley, McKee and Aitken.

The ladies were invited to be present at the installation of Division 112. After the installation was over tables were prepared and covers laid for about seventy persons. The spread which followed well deserved the name of banquet and we all did justice to the good things set before us. Most excellent music was furnished during the entire evening. After the tables were taken out we were favored with some music and recitations by the young folks. Then dancing was indulged in till a late hour. We parted feeling it was very pleasant to meet in this social way. We thank the Brothers for so royally entertaining us.

On January 24th at our regular meeting our Past President Sister McKee, in her own pleasant way, presented our Secretary and Treasurer, Sister George, with a beautiful jardiniere as a token of our appreciation of her faithfulness to the Order. We had a special meeting for drill last month which was quite a help to all. I think we ought to meet often for practice until we know perfectly your parts and are familiar with the beautiful teachings of

our ritual. If every Sister would feel that each meeting depended upon her for success and come out ready to do all she could how our meetings would increase in both number and interest. Our dime socials are something we must renew for they are such a help for promoting sociability and also add to our bank account.

We are looking forward to our Inspector, Mrs. Phillip's visit with much pleasure. Some of our members have been on the sick list. We will be glad to see them out again. In looking back over the past year we find much for which to be thankful. Our circle has not been broken by death and we have prospered both financially and socially. We have the prospect of several new members. Now at the beginning of this new year let us all do our duty. If we could each one interest ourselves in some person and bring them into our circle of friendship, what an ingathering we would have to record at the close of the year! Can't we do it, Sisters? Wishing all O. R. C. Divisions and Auxiliaries success, I invite any visiting Sisters to come to our Division room, where they will be welcome.

Centralia, Ill.

Tor.



#### Editor Railway Conductor:

The following officers were elected and installed for 1901: Pres., Mrs. F. C. Murphy; V. P., Mrs. J. Hamilton; S. and T., Mrs. J. M. Gall; J. S., Mrs. H. Coats; S. S., Mrs. Mary Riddle; Guard, Mrs. T. O. Tolley; Ex. Com., Mrs. W. Park, Mrs. T. Hartsook and Mrs. Weiss; Ins. Agt., Mrs. S. Cassidy; Correspondent, Mrs. N. B. Stough; Delegate, Mrs. Mary Riddle; Alternate, Mrs. F. C. Murphy; Musician, Mrs. N. B. Stough.

We were honored with a visit from our Grand President, Mrs. J. H. Moore, on January 15th. In the afternoon a pleasant meeting was held, and those in attendance were greatly benefited by Sister Moore's words of wisdom and kindness. In the evening we were entertained by Sister Downs and a dainty lunch was served. Mrs. Moore was entertained while in the city by our President, Mrs. F. C. Murphy.

We have several petitions to hear from next meeting day, and so you see we are not sleeping.

Logansport, Ind.

CORRESPONDENT,



#### Editor Railway Conductor:

Number 153, Ladies' Auxiliary to the Order of Railway Conductors, was organized March 7, 1901, with twenty-eight members. The organization was conducted at 10 o'clock, by Grand Organizers Mrs. W. H. Shaeffer, of Sunbury, assisted by Mrs. Frank Long, of Auxiliary 8. The ritualistic work was exemplified in a beautiful manner by the Grand Organizer and visiting members of the Order.

At 1 o'clock the new lodge was escorted by a committee of Division 153, Order of Railway Conductors, to the hotel, where an elaborate dinner was partaken of. The address of welcome was delivered in an able manner by W. G. Thomas. Excellent music was rendered.

Following the banquet an address was made by G. A. Hemm, and was responded to by Mrs. W. H. Shaeffer, Grand Organizer. The members and guests returned to the lodge room, when the public installation of the following officers took place.



Pres., Mrs. E. E. Mumbower; V.-P., Mrs. W. J. Zerby; S. and T., Mrs. F. W. Gower; S. S., Mrs. C. E. Breilsford; J. S., Mrs. M. A. Meyers; Guard, Mrs. Fred Frundt; Ex. Com., Mrs. J. B. Sassman, Mrs. Owen Sheridan, Mrs. D. T. Paxson; Correspondent, Mrs. Hettie K. Powel; Musician, Mrs. W. H. Gerlach; Ins. Agent, Mrs. M. A. Meyers; Delegate, Mrs. E. E. Mumbower.

During the installation the beautiful march prescribed by the ritual was played on the organ by Mrs. W. H. Cook.

In the evening a reception was tendered the new lodge and the visitors at the residence of D. T. Paxson. The evening was pleasantly spent in music and dancing. Supper was served.

Those from a distance who were in attendance, were Mrs. L. J. Freeman, Mrs. M. A. Weller, Mrs. James Dougherty, Mrs. Willard Drew, Mrs. Henry Yhars, of Easton; Mrs. A. W. Wildoner, Mrs. O. B. Lentz, of Tamaqua, and W. H. Shaeffer, of Sunbury.

REPORTER,

Mauch Chunk, Pa.



#### Editor Railway Conductor:

Auxiliary 77 has been a very quiet set this past winter on account of so many homes having sickness. Many have had the death angel hover very near but thanks to a Kind Father the Auxiliary's ranks have not been broken. On the 18th of February I sat in the Auxiliary room and heard the Sisters talking about going to Cumberland to attend a ball and banquet. How it brought Brother Caskey to my mind. He was always so willing to go with the L. A. and would lose a trip any time to do a favor for the Brothers or Sisters. Always cheerful and kind.

We have a good set of officers. Our President deserves special mention for her kind and modest disposition in business hours. I know many times she is annoyed at the whispering. We had an initiation in January. She is a resident of Hagerstown, Md. Good luck and best wishes to all O. R. C. and L. A. Divisions.

K. H. W.

Martinsburg, W. Va.



#### Editor Railway Conductor:

In December, 1900, when we had the election of officers—more like an old maids convention than anything I can think of just at present—but nevertheless we had a good time and everything passed off smoothly with but one exception, and that was that they re-elected their president who for another year will have to be on her good behavior. Our new officers for this year are as follows: Pres., Mrs. Olive Noble; V. P., Mrs. Bella Jones; J. S., Mrs. Lillian Perry; S. S., Mrs. Bessie Hardaman; S. and T., Mrs. Amelia Anderson; Guard, Mrs. Joe Sleight; Ex. Com., Mrs. Anna Brown, Mrs. Lula Galaway and Mrs. Fred Renan; Delegate, Mrs. Joe Sleight, and myself as her tiger lily; Ins. Agt., Mrs. Bella Jones; Link Workers, Mrs. Galaway, Renan and Thomson; Banner Bearer, Mrs. Libby Renan; Cor. Sec., Mrs. F. A. Noble.

Our Auxiliary is getting along nicely and this year promises to be a good year for new members, and I can safely say that we are in need of some more roses to array our Auxiliary room. We might have larger attendance if our Sisters would come out and interest themselves and to call on our new

conductors' wives who have recently moved to Palestine, give them a special invitation to come and join us. 'Get them interested in our work as we feel that they will get interested and wonder why they did not join the L. A. to the O. R. C. before. I would so much like if all conductors' wives would come and join us and help to make Auxiliary 134 the largest in the state of Texas. To all conductors' wives who do not belong to the Auxiliary, please look on us kindly, and think of the good you can do by helping each other along by a kind word, action or some good deed that your loving hand might do, and do not think that we belong to the hatchet brigade. We do not want to cut down but to build up. Take one another by the hand and do onto others as you would have others do unto you.

We were happy to meet Sister Brown of Parsons, Kansas, and was sorry she was not able to meet with us at our Auxiliary room, for we do love to have a visiting Sister with us, and receive some good advice from one so good and true as Sister Brown. I wish we had more like her.

We are glad to see Brother Denison and Hewitt out on their runs once more. Both had been very sick. I believe most of our Sisters are able to get around once more so now I feel that our meeting will be better attended. Sister McClary and myself attended the open installation of Division 7 and 87 of Houston which we enjoyed very much, and of course as usual it rained. Brother Archer was very attentive to the visiting angels—that inhabit the earth. Our afternoon was spent in a most delightful manner, and everybody seemed pleased with the program. Sister Shearer, acting as installing officer, did her work well. She had all the secret work memorized, which made the ceremonies more interesting. Sister Dunn acted as Grand Marshal, Sister Carr as S. and T. Sister Water made the opening address which was very nice and to the point. The Brothers of Division 7 who attended the installation all had a good time but were somewhat surprised to see how well the Sisters entertained them. The Brother's remarks were all appreciated, they also did their work well, but the prize went to the Auxiliary. The Division room as also the banquet hall were decorated with red, green and white, with elegant bunches of carnations. The tables were laden with tempting refreshments which each and all enjoyed. I am sure the Brothers of Division 7 enjoyed themselves.

While in Houston Sister McClary was entertained at Sister Shearer's and myself at Sister Ferguson's, who both know how to entertain. Sister McClary and myself took a trip to Longview to see if we could not institute an Auxiliary at that place. So far we did well. Of course we ran against a few snags, but we did not get discouraged. Longview will have a nice Auxiliary of the best people of the place. We will lose two good members by organizing in the city, but we will willingly give them up in order to gain a new Auxiliary. So Sisters, keep the good work up and do not get discouraged, then you will have a "Noble" Auxiliary. Work together and work hard and God will help those who will help themselves. We found Sister Curlin and Breeding domiciled in pretty homes and getting along nicely, and Baby Curlin is the joy of the Cur-

pin home. The pinery agrees with them all. Brothers Curlin and Breeding are hard at work.

We are receiving our new Auxiliary pins, which are beautiful. Several of our Sisters have them. Thanks to Sister Ingraham. We are sorry to learn of Brother Ingraham being laid up with a sprained ankle.

Sister McClery deserves a great deal of credit for the work she did during her stay in office. One good thing she did was to silence the hoo-doo corner so that all passed away like an apparition, so nothing appeared while she held the fort.

Our first and only snow has been here and gone. I see we do not have to go to the Rocky Mountains to gather flowers and snow at the same time, for here in our beautiful sunny south the same thing can be done.

We were glad to see a new dress on the CONDUCTOR and one of the latest styles—gay, but not gaudy and with many good letters to cheer the hearts of the lonely (should there any exist). My best wishes to all Sisters in the Auxiliary work, and should any of you come to our holy city Palestine we would be glad to welcome you.

Palestine, Texas. MRS. F. A. NOBLE.



#### Editor Railway Conductor:

Auxiliary 66 held its annual election of officers for 1901, resulting in the following: Pres., Mrs. Geo. Partridge; V.-P., Mrs. Len Wolf; S. and T., Mrs. Ruby Gill, (re-elected); S. S., Mrs. O. H. Ayers; J. S., Mrs. Will Brough; Guard, Mrs. Willmath; Ex. Com., Mrs. John Beck; Delegate, Mrs. Ruby Gill; Alternate, Mrs. Will Brough.

We have a very efficient staff of officers, all earnest, hard workers in our Order, and if every member will just make up their minds that they will attend every Auxiliary meeting possible we ought to have splendid results at the end of the year. We are going to have a social the 15th of April, and we are going to raffle off a very pretty hand painted plate at ten cents a chance, and will have refreshments, music, etc.

The whole talk is, are you going to St. Paul? I think several of our Sisters intend going, and anticipate a grand time. We take in a new Sister into the fold occasionally, and have two or three applications now from ladies who want to test the temper of our "Nanny." Sister Hall, who has been very sick, is visiting her old home at Ft. Wayne, Ind. Sister Hamm has moved to Los Angeles, Cal., also Sister McAboy has moved to Fresno, Cal. I would like to say to Hot Tamales that I expect to be at St. Paul in May, and I would like to meet you, as I always look for your letters in THE CONDUCTOR every month. With good wishes for all members of our noble Order.

Bloomington, Ill. MRS. O. H. AYERS.



#### Editor Railway Conductor:

Auxiliary 92 has duly installed its officers which are as follows: Pres., Mrs. H. Hull; Vice-Pres., Mrs. Wm. Williams; S. S., Mrs. Annie Stuzman; J. S., Mrs. Effie Frierer; S. & T., Mrs. Anna Grey; Chm. Ex. Com., Mrs. Herman; Guard, Mrs. Ida Kirsell; Organist, Mrs. Katie Powell; Delegate, Mrs. Ida Kirsell; Alternate, Mrs. Anna Grey; Sub. Ins. Agt., Mrs. Cora Nancarrow; Cor. Sec., Mrs. Ellen Renninger; Link Work Officers, Charity

Mrs. Witherite; Truth, Mrs. Powel; Friendship, Mrs. Ellen Renninger; Banner Bearer, Mrs. Herman.

We had a public installation on Jan. 11, 1901. Sister Shaffer acted as installing officer. We had a surprise at Brother H. Hull's on his 34th birthday. He received a very nice chair as a present from his friends.

We are going to have a pig social on the 22nd of March. We are very anxious to see who will get the best prize. We expect to take in some more new members on our next meeting day. We are still growing, and we are having good meetings and good attendance. As we look back we can see our Auxiliary has improved very much in financial and social matters and we have taken in a good many new members.

Having now started on another new year, what can we do to make our Order prosper, how increase its membership? If each one of us will make a special effort to work (and remember in union there is great strength) much good could be done, as it is not long before our Grand Division will meet. We should be working very faithfully in order to show what we have been doing and what we are still doing. We shall try and make this year one of the most successful we have ever had.

Jersey Shore, Pa. MRS. D. E. RENNINGER.



#### Editor Railway Conductor:

We have had election and installation of officers, as follows: Pres., Mrs. Grace Elliott; V. P., Mrs. Mary McCarty; S. and T., Mrs. E. A. Smith; S. S., Mrs. Harry Coyne; J. S., Mrs. Katie Bobrink; Guard, Mrs. Cal Stephens; Ex. Com., Mrs. H. M. Garnett; Mrs. Grady and Mrs. Franks; Correspondent, Mrs. S. E. Ridlon; Sub. Agt. Ins., Mrs. H. M. Garnett; Delegate, Mrs. H. E. Ridlon; Alternate, Mrs. Mary McCarty; Organist, Mrs. J. Furniss; Link Work Officers, Mrs. O. T. Smith, Mrs. D. Grady, Mrs. H. M. Garnett and Mrs. H. E. Ridlon.

Sister Ruby inspected our Auxiliary the last of the year. We have initiated one member this year and have two more to take in at our next meeting. The G. I. A. of the B. of L. E. royally entertained the L. A. to O. R. C. and their husbands. Their menu was very elaborate. Music, dancing and card-playing was indulged in and everyone had an enjoyable time. Sister Kipp, of Butler, Mo., recently paid us a visit and presented the Auxiliary with knives, forks and spoons. The 28th of February the L. A. to O. R. C. surprised Sister Garnett and husband, it being the thirtieth anniversary of their marriage. We presented Sister Garnett with a berry spoon, and afterward had ice cream and cake. Brother Garnett invited us to come back in thirty years more, which we will surely do.

Sister Dowd, who has been sick, is reported well again. The youngest child of Sister E. A. Smith has been very sick, but is reported some better. Sister Fry was suddenly called to Garnet, Kans., whither she was summoned to the bedside of her sister, who is dangerously ill. Sister Nickelson, of Cancil Grove, was with us the first meeting in March. I hope that the Sisters will all take renewed interest, as we are getting in quite a number of new members. Don't think that the officers

can do it all. You have taken the obligation, but are not living up to it by staying at home. Come out and do your part and the others will do theirs. I am sorry to note that two of our members have dropped out, but we have to take the bitter with the sweet. We are feeding Billy clover hay, getting him in good order, so when cayenne pepper is sprinkled on his nose the candidates will say, "bring forth the royal bumper and let him bump."

Osawatomie, Kans.

MRS. FRED BOBRINK.



**Editor Railway Conductor:**

We will have initiation at the first meeting in April, and that occasion all members enjoy. Our president calls attention of all members of No. 88 to the rules and provisions set forth for the Ladies' Auxiliary, and urges all to comply willingly and promptly, that the Division's work and efforts may be reported a success. Life is short and time is money. May we make the most out of our semi-monthly meetings. By every Sister doing all she can, we will find some little accomplished for the good of the Auxiliary. This has been a remarkably hard winter on the people of Altoona. The weather has been changeable, which made the citizens liable to malaria and la grippe. Some of our members have been afflicted with both diseases, preventing a very general interest in our Auxiliary. As the spring opens, no doubt, all will turn in wide awake to new duties and undertakings. We are strongly attached to our Division and the Auxiliary work in general. We also love to hear of the prosperity of sister Auxiliaries.

Sister Grove has been very ill, but is somewhat improved. Sister Myers is convalescent, and soon expects to be with us, in Division room. Sister A. Davis is not at all well. We hope she may soon gain strength enough to meet with us more frequently.

Auxiliary 88 received an invitation from Division 172, O. of R. C., to be present at their hall March 24th, to witness the presentation of a beautiful gold watch, by the Brothers of Division 172 to their worthy secretary, Brother Bowen. We enjoyed the meeting very much, and all present had a relish for the fine cakes which Sisters Emma Miller and Miner surprised us with. Such occurrences create more sociability between the Order of Railway Conductors and the Auxiliary, and each Division is more likely to gain new members from celebrating occasions similar to this one.

Altoona, Pa.

MRS. MARY M. McCURDY.



**Editor Railway Conductor:**

Auxiliary 9 is progressing nicely. We have 51 members and are still increasing. We have 12 petitions out and one to initiate next meeting. On February 25 a number of Sisters remembered Sister Campbell's birthday and gave her a pleasant surprise, which was enjoyed by all who attended. The fourth Thursday of each month we hold a social in our hall, charging ten cents for lunch. They are a success in both a social and financial

way. On February 28th Sisters G. W. Miller, Marton and Albright served luncheon. On that day the principal event of the afternoon was the presentation of a beautiful china celery tray to our president, Sister Ody, and our S. and T., Sister Reinhart, in behalf of Auxiliary 9. Sister Rice made the presentation speech, which was very pretty. Sisters Ody and Reinhart responded, thanking the Auxiliary for their beautiful gift. Sister Ody presented the Auxiliary with a very pretty table cover, and all Sisters sold tickets and added \$100 to our treasury. Our Sisters are all good working Sisters. Auxiliary 9 extends an invitation to all L. A. to O. R. C. and the Brothers of the O. R. C. to attend the socials on the fourth Thursday of each month. We were much pleased to have Brothers W. B. Rice and Sarver with us at our last social. We all had a good time. I felt very sorry when I read the letters in THE CONDUCTOR of where they have so much trouble to get the members out to the meetings. Auxiliary 9 has a member that loves to go to Auxiliary meetings so well that Sister Brisbane and a number of others go on days there are no meetings, and waits for some one to come and open the door.

March 19 was Brother Ody's birthday. The Auxiliary thought to surprise him, but when we met at the union depot he surprised us. He said he believed he would go us. There were about thirty present. The morning was spent in discussing subjects dear to women's hearts until the clock chimed the hour of 12, when we all repaired to the dining room, where an elaborate dinner was served, consisting of all the delicacies of the season, to which everybody did ample justice. In behalf of Auxiliary 9 Sister Reinhart presented Brother Ody with a very beautiful silk umbrella. Brother Ody responded in his usual manner, and said he loved the Auxiliary more now than ever. At 5 o'clock an elaborate lunch was served. At a late hour we all took our departure, feeling that we had never experienced a more enjoyable time. With best wishes for success of all O. R. C. Divisions and their Auxiliaries.

MRS. PHILIP MOONLY.  
Pittsburg, Pa.



**Editor Railway Conductor:**

Auxiliary 81 is growing. We have been taking them in by the threes, and there are several more on the way. Our goat has been kept quite busy, and that is what our Sisters like to see. It looks as though this 20th century was going to do wonders for us. We installed our officers, and they have already put their shoulders to the wheel. President, Mrs. M. E. Wooden; Vice Pres., Mrs. Curren; S. S., Mrs. Martin; J. S., Mrs. Cox; S. and T., Mrs. L. H. Bender; Ex. Com., Mrs. Weller; Guard, Mrs. Bixby; Delegate, Mrs. Bender, all good working Sisters. We are getting ready to have a good time in the way of holding a grand kaffee klatsch and hop on the 23rd of April. Now, Sisters, do your best. I will close by extending an invitation to all Sisters to visit us.

Baltimore, Md.

MRS. JENNIE STONER.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

I wish that you would kindly give me permission to speak once more on the subject of "district representation," and this will be the third time in our meeting—or rather before the meeting in St. Paul. The flattering attention that this subject has received through the columns of THE CONDUCTOR, and from personal letters addressed to the representative members so far is my only apology for asking for further consideration from the readers.

The general principle of a reduced number of representatives with a corresponding increase in the efficiency of the legislative body seems to be a pretty generally accepted fact. That there is an actual necessity for the presence of about four-fifths of our delegates is not claimed by even the most ardent advocate of our present illogical plan and system. I can not, in fact, express the matter in a more concise and comprehensive way than to quote that accomplished student of politics, William E. Curtis, in the Chicago Record of January 7, 1901. He says, in part:

"One of the Hartford editors came very near the truth when he said that the state of Connecticut did not need another Congressman any more than a cat needed another tail. If the house of representatives could be cut down one-half it would be greatly to the advantage of the country. The larger the number of members the more confusion, the more time wasted, the more money needed to pay expenses. At least one-half of the present members are useless for all practical purposes and only consume time \* \* \* But every member of Congress desires to continue in the service of his country. He regards his re-election as vital to the welfare of the republic and naturally resists any movement to reduce the numerical strength of the house for fear he may be the one that is left out."

Now, Brother Editor, I do not wish to be understood as charging the Brothers who do not accept my proposition of "district representation" with being included in the latter class in Mr. Curtis' letter. I am satisfied that the delegates at St. Paul will be honest in their desire to see that legislation enacted which will be for the best interest of the whole of the Order of Railway Conductors. And even if some plan should be adopted which should decree that one-half, four-fifths or nine-tenths of our delegates should stay at home in 1903, I am sure that each one would say, "Well, a better man than I has been selected."

But the principle of fair and proper representation is one that every good man guards jealously, and you must "show him" when you propose to change it. One of the principal points at issue in the selection of your Grand Division delegates from Districts instead of Divisions, seems to be the fear that your particular Division will not have direct representation, and that the particular amendment to the Statutes—or change in laws of Mutual Benefit Department, etc.—which originated in your own Division—and perhaps in your own mind—will not have fair consideration if some member of your own Division is not present at the session of the Grand Division to push and urge it along. This is a fair question and should have fair treatment and I would like to present my ideas relative to it.

Nearly every Division has some member who believes that there should be some change, or addition, to the statutes or laws of the Order, and he often persuades his Division to believe as he does, and adopt a resolution to present the same at the next session of the Grand Division, and the delegate shall attempt to secure the adoption of the same, etc., etc. This is right and just as it should be, provided the majority shall agree.

Now, Brother Editor, as given in my September letter, each Division delegate when called to attend the district meeting, provided for in my proposition, would carry to that meeting all proposed changes or amendments to the laws from his Division and would make the same attempt to secure endorsement that he would in the Grand Division, and if the majority of the delegates present should vote to reject his proposition, it should be given a decent burial—as it surely would be in the Grand Division. While, on the contrary, if they should decide to adopt, the delegate selected to represent that district in the Grand Division would be charged with the presentation and prosecution of all such changes and amendments, and the debates which would follow the presentation of all such propositions in this district meeting would call out the qualities and abilities that would mark the representative to be selected by the delegates as the last order of business at that meeting. In short, the district meeting would be a miniature session of the Grand Division. Can it be claimed, Brother Editor, that any Division in that district is not having fair and direct representation? I think not. We would simply be trying a case in the lower courts to see

whether it would have any standing in the Supreme Court of the Order.

It would be along the same line of thought if we should claim that each county of each state should send a representative to congress, because of the fear that if four or five counties should be represented by one member than he would only give fair service to the county in which his home happened to be located.

The question is asked, too—How about the expense of this District Delegate in going from Division to Division to deliver his report after the session of the Grand Division? I think it is hardly necessary to say that I would do as the secretary of any general committee of adjustment would do, after having adjourned, make duplicate copies to all Divisions in the District, showing his attitude and vote on all important questions, the various changes in laws and adoption of new ones, etc., in fact, all that any Division would expect if the representative had gone from that Division. Let us look the matter squarely in the face and see if we have anything to fear when we conclude to adopt a plan which will save us \$40,000 at each session of the Grand Division.

H. W. G.

Elkhart, Ind.

#### Editor Railway Conductor:

No. 36 desires to register in once more. Our personal gossip is not interesting but we must tell of our new neighbors at Florence. In our last communication we were wont to puff up with pride over our F. & C. C. contingent and about the time we were done admiring ourselves in print, forth comes a petition for a Division at Florence. Verily, we are not so many, for, of course, we endorsed their proposition, even though it took six of our best members and will take two or three more. But the members, the Order, and all parties affected, are better off for the location of a Division at Florence. All the boys speak in good terms of the management, and while we have not the pleasure of their acquaintance, we feel sure the new Division and its members will meet with nothing discouraging from them. They began by donating a special train from Cripple Creek to Florence and return for the night of the organization—not so small a courtesy in itself, by the way, and it was appreciated, too. Brother Clark presided at the organization, assisted by Brother Phelps of Division 244, and the undersigned tried to make a written narrative of all the proceedings just as they occurred, but, of course, this was a failure. We have lost our roster of their official lights, but we can say that Brother Beer is the C. C. and Brother E. G. Weston is the knight of the quill and purse. Speaking of Beer, we would suggest that the quality that Gold Coin Division 375 has (that's her name) is good to have, and the quantity is equal to any ordinary emergency. Not the least of all, no, not by any means, was the feast of good things to which we were piloted about the middle of the proceedings, at the St. Elmo. Many of us have read the novel called St. Elmo but the hostelry at Florence of the same name is justly no less in favor with those who were there wine and dined on the evening of the 24th of February. Our better half said we were hard to cook for and harder to get along with for several days thereafter, but

we are restored to our normal condition once more.

We met our old friend Gordon of Trinidad, to whom the new Division owes a generous share of credit for its presence. He is coming on smilingly. Then, there is Thompson, also, of the Cactus and Sage route, who now promotes the general welfare of the F. & C. C. property. With him we used to share our hardships and talk of the campaign as a result of which some things were too much thus—old soldiers in a lost cause, the veterans of many battles. All concerned may be sure that Division 375 has a most enviable reputation to sustain, if our reports on our travels go for anything.

And now, as to our own Division, 36. We have kept square with the Grand Division on Grand Dues for 126 members, did not lose one, and only remitted for two or three. We think not many Divisions will beat that for an average record. The good old times when every one's grief and hardships were known and shared by every one else, have given way to the present days of what may be truly called strenuous living, of which much has been said recently by some authorities who have been accorded national prominence. Verily, we are having strenuous living abroad in the land today and are not shooting Spaniards in the back either. The average wage-earner of America today who acknowledges his obligation to his family, his community, his country and posterity and has only a full dinner pail (which is presumed to be sufficient) with which to do it, has all the strenuous living which one mild-tempered American can enjoy if he keeps out of the insane asylum, the penitentiary or the poor house. But the Americans, and all other nations, have all the liberty they, as a nation, are capable of appreciating. To one who properly appreciates liberty, no price is too much to pay, no hardship or effort too great to incur to secure it, and having secured it, no vigilance too extravagant with which to guard the only condition that makes life worth living. And just here, reader, let me ask you, do conditions suit you? And how much and what have you done to create or secure just conditions? One who contributes nothing deserves nothing. "Not a truth has to art or to science been given, but brows have ached for it and souls toiled and striven." A few minutes temporary and superficial consideration of public affairs and conditions, such a measure as is generally accorded such themes by the average citizen, will not serve to produce the harmony and the justice for which all well-disposed persons claim to wish. The people, by their own acts or failures, have made the country what it is and what it is not. By the same process must it be changed. Business methods today are a game of chance, and the victims are continually staking their all in the hope that the next deal will turn their trump. It will always be so until the majority in sufficient number recognize the wisdom of the injunction and comply with the same, regard your neighbor's welfare as sacredly as your own, in honor preferring one another. The faculty of reasoning sometimes seems to be very sparsely distributed amongst the human race, but the truth is, it is there in all persons but latent, unexercised, untrained. Our salvation depends upon the resurrection and development of this faculty.

the establishment in the realm of every man's mind of a bar of justice, which will be his supreme court before whom shall be tried, by the terms of natural law, all questions concerning human affairs. And when the decision has been reached by the highest judge to which any man has access, his own conscience, then he must go with a full sense of the gravity and importance of the occasion and hand his decision to the people at the ballot-box. Latent within the heart of every person is the preference for the things that are good for the majority, did he not have instilled in his mind by prejudice which is the heritage of all ages, the impression that self-preservation, as he must practice it in self-defense, is exclusive and must not, in the very nature of things, acknowledge his neighbor. The primary trouble lies in the fact that the average man does not care to know the truth. He will admit that the logical culmination of present tendencies will, most likely, surround his children with conditions that prohibit good citizenship. But he promptly loses patience with your enthusiasm when you try to enlist his support in behalf of efforts at reform. He seeks to dismiss the question by saying that we can do no good—that change or reform will not come in our day—that we will not live to see it, suggesting by the latter that he has no interest in the condition of humanity after he is gone. This is equivalent to saying that my children must look out for themselves when I am gone. I can't worry now about what they must contend with in twenty more years. The worst of it is that many of them do not even now try to surround their families with good influences. Oh, the shame of the position of a man in a community who has children that know him only to obey his verbal commands, that are taught little or nothing of the ethics that develop good principle, and make them trustworthy under their own good judgment; that have no sense of fellowship in the company of parents, that can look neither backward nor forward to a day or an evening when their own entertainment or amusement was or will be the primary consideration. The average man is so derelict in his performance of duties of a public, social or domestic nature that he cannot hold much of an interview with himself in an honest way without soon being on ill terms with that party. And one does not often cultivate the acquaintance of a person with whom he is not on good terms. And it thus becomes difficult to form acquaintances that will develop mutual confidence. It is hard for the average man to concede to others any considerable volume of credit for virtues which he knows no one can discover in himself. But all the indifference and prejudice and ignorance and illiteracy and superstition and every other crime and misfortune that follow in the wake of man can not prevail against the ultimate survival, in full reign, of the natural order of the universe. "Truth crushed to earth shall rise again, the eternal years of God are hers; but error, wounded, writhes in pain and dies amidst his worshippers." All bodies, all forces, all reforms, move along the lines of least resistance. And nature provides the avenues of least resistance for all worthy ends. Why not reasonably conclude that there is a natural law in

human relations that is struggling for assertion, and having gotten thus far, why not decide that we will learn what is the natural law or order and then, in accord, contribute our support to the supremacy, in men's affairs, of the natural order of the universe, and, with nature, move along the lines of least resistance? Is it not reasonable to believe that, at the beginning, when all things were created, there was set in existence a natural law or order, governing every atom of the universe and its transition from one form to another? Can we not also perceive that as long as the natural law is ignored or violated, just so long will the natural harmony of the divine plan be excluded? Is it not also possible, nay, probable, that the race started fundamentally wrong, and that the world has been going wrong ever since its creation? And must not the seeker for truth be absolutely unprejudiced, unmarried to any fixed and immovable ideas, when better logic is presented? "Let truth be seized wherever found, on heathen or on christian ground." No student ever became wise or accomplished without resigning everything up to date when a new proposition or theory of more plausible nature was presented. Again, man was not created in God's own image and given dominion over land and sea and all that is therein with the divine idea that such volume of attention as most men give to contemplating their obligations, relations, and destiny would be sufficient to measure and comprehend these things. Why, can we imagine, does the most of the animal kingdom mature so quickly and die so young comparatively, and man develop so slowly in stature and live so long? Does it not suggest that man is expected to begin, even in childhood, to acquaint himself with his surroundings, origin and destiny? And are not three score years and ten allotted him in order that, if he be obedient to natural law, he may reasonably learn the principles of life's lessons, and, having fulfilled his mission in harmony, peace on earth and good will to men, endure the change which promotes his pleasure in contemplating the goodness and perfection of his Creator's designs, in a life of the mind, unencumbered by matter. An idle head does not learn much. What we most need is a disposition, a desire to know the truth, and knowing it, to follow its dictates. Next, we need leisure time and the disposition to use it in solution of the problems that claim our attention. Were the leisure time, the idle time, the time employed in useless pursuits by some classes of our people pro-rated among all the producers and used to fair advantage, it would place them all in possession of that much mentioned trinity of blessings, health, wealth and wisdom. These are not visionary theories. No good thing was ever accomplished without an ideal better than any accomplishment up to date.

And Satan counseled with three of his messengers and he bade them go and whisper to mankind that which would soonest bring all men to him. One said, "I will tell them there is no hell," and another, "I will tell them there is no heaven," and a third said, "I will tell them there is no love," and he chose the latter, for without love all virtue and nobility would perish.

A. D. HAMILTON,

Pueblo, Colorado.



**Editor Railway Conductor:**

On the eve of the assembling of our Grand Division, at which time various questions concerning the welfare of our Order shall be discussed and laws enacted by our representatives which are intended to redound to the general welfare of all; 'tis well that we should discuss in our local Divisions the various questions presenting themselves to us in order that our representatives to the Grand Division may fully understand the sentiment existing in this Division on such questions.

I am unqualifiedly opposed to committing our delegate to any question of legislation contrary to

has in store for us? When the time shall come—which it certainly will to many of us—when the ravages of time, disease, accident or force of circumstances shall unfit us from following the vocation of a lifetime, perhaps, which of itself has unfitted us for any other vocation, wherein we may maintain ourselves and loved ones, 'tis at such times the question will present itself—What shall I do? What will become of me?

'Tis true many Conductors under discussion will, through their own frugality through life, so provide for the future that they will never attain this unenviable position in life. While it is also



Wm. Pigott, B. of R. T. 103. J. J. Buckley, B. of R. T. 102. & A. H. Gruye, Div. 117, O. R. C.  
Wm. A. McClinchy, Div. 340, O. R. C. E. J. Higbie, Chairman. D. W. Steeper, Sec'y, B. of R. T. 102.  
Div. 117, O. R. C.

**JOINT BOARD OF ADJUSTMENT**  
**MINNEAPOLIS, ST. PAUL & SAULT STE MARIE SYSTEM.**

convincing arguments presented in the Grand Division. I feel free to say that this is my belief, his vote will be cast in the right direction, and that he should be left untrammelled to exercise his own judgment in the premises.

The question of establishing a home for the old and decrepit conductors has been discussed pro and con. Various views have been presented along these lines. Some of them, I regret to say, have not been altogether complimentary to the memory of those "whose lives are in the sear and yellow leaf." We will pass over that, however, and confine our thoughts to the outlook for the future. Do we or any of us stop to consider what the future

true—which many of us by observation, and perhaps some of us by actual experience know, that many conductors are brought down in their decrepitude and old age, face to face with actual want. These well known facts must give us pain, and furnish food for thought of what has the future in store for us.

How can we best obviate the necessity of the unfortunate Brother from becoming a public charge? How can we best provide for the future when we have passed the goal of usefulness and self-support? What are the best measures to be adopted wherein the indigent Brother may pass his remaining years in comfort, at least still retaining

a semblance of dignity and self-respect consonant with the years of his activity and usefulness. This, then, leads us up to the question under discussion: How, when and where shall we establish a home?

This is an important and far-reaching question, one that will require much study and determination. It is a question debatable by every member of our Order. It affects every member to a greater or less degree, and should not be passed over lightly.

There are several methods and kinds of a home that have been discussed heretofore, some such as having work shops, farm attachments, etc., all of which have their merits, and no doubt should a home be established, will enter into the question to some extent; and, in fact, individually, I believe it should.

Though the argument has been advanced at previous times by some Brothers that the Conductors who would become inmates of such an institution would not feel it incumbent on themselves to perform any manual labor. Admitting this to be the fact with some, I believe the cases would be very remote, and, in fact, I am inclined to believe that a large majority of the members who were physically able, would much prefer to have something to busy themselves at, and would in a large measure be self supporting, and oftentimes contribute to the support of the institution.

Be this as it may, such an establishment should be a home indeed as well as in name. The argument that has been presented that the home would be an expense too heavy to bear by many Brothers. No doubt, that, at the beginning it would be burdensome on some to meet the assessments accruing, but I would ask: Do we ever make any preparations for the future without more or less expense? And should we hesitate to contribute our mite to provide such an institution, when in view of the fact that there is scarcely one of us who is not liable to reach the point where we are glad to know that we can knock at a door with an assurance that there is a welcome awaiting us there?

And, again, would it not be an incentive to vigorous effort by every Brother to establish an establishment that he could point to with pride and say: "That is my home."

How can the desired result be attained? What are the best methods to adopt? Where shall we begin, and where shall it end? All of these are questions that must be confronted. Nearly every one of the Brothers has an idea of what, in his opinion, are the best methods to pursue.

In my own way I vouchsafe my views on this subject—

First—Provide the means.

Second—Secure the location.

Third—Build the establishment, and equip it as required.

These are, of course, necessary features to success. But, you will ask, how provide the means? I reply, by assessment; moderate, of course; not sufficient to become burdensome; sufficient, however, to acquire a fund within a reasonable length of time to erect suitable buildings to begin with, with a view of enlarging them to meet require-

Of course there are other details that will

have to be attended to; and, I repeat, this is a far-reaching question. It can be accomplished, however, if placed in proper hands, and I believe we have members in our Order who are fully capable of carrying the arrangements to consummation if given the power. It is for the members of our Order to say: Shall they make the effort? The argument has been advanced by some Brothers that there was already a home for railroad men in Chicago. True, there is, but who among us would not much prefer to see a home provided by the Order of Railway Conductors for its own members, a home that would be a standing monument to the brotherly interest we feel for one another.

At this advanced stage of civilization of mankind the various institutions of mutual benefit societies of our country are providing havens of rest for the members who are fast passing their activity for usefulness and support. Shall we keep abreast of the times, and maintain our standing as an Order and uphold the motto that each one of us is "his brother's keeper," or shall we drift along regardless of what a day may bring forth?"

Kansas City, Mo.

W. H. HOLLIS.

Editor Railway Conductor.

Brothers, I am going to call your attention to a matter that perhaps none of us ever thought much about. THE RAILWAY CONDUCTOR for February, 1901, reported the following members assessed in the Mutual Benefit Department: Series A, 7,740; Series B, 6,809; Series C, 5,465; Series D, 506; Series E, 72; total, 20,592. There is just that number of Brothers that go each month to the post office or express office and buy an order for \$1.00 or \$2.00, or whatever he owes, and pays five cents postage, two cents, total seven cents. See what it costs each one of us every month to pay our insurance. Now see what seven times 20,592 (the number of members reported last month) is. It costs us one month \$1,441.44. How is that? Did you ever think about it? Now see what it costs in one year. Twelve times \$1,441.44 is \$17,297.28, and that goes on year after year. Now I have a plan, and I think it will work nicely and not cost us one cent. There is not a Division of the Order in any town or city but that has one or more good banks. Why not make an arrangement with some good bank to receive our assessments, to have our assessment slips made in the form of a receipt. The cashier could sign and our assessments would be paid. Let the banks be furnished with postal card receipts same as Brother Maxwell sends out to us. The bank could mail these postal receipts as soon as we had paid our assessments, and that would be all the cost. There are plenty of good banks and they would be glad to do business for us. And then when a Brother died the Grand Secretary could send a check to the Brother's beneficiary and it could be cashed here at home, without having to pay exchange as we have to do now. As our assessments were paid, it could be placed to the credit of the Mutual Benefit Department and our Grand Dues and for all supplies, could be deposited and checked on by the Grand Secretary from time to time, as he would need the funds. 'Tis true, it would scatter our money all over the country and give our Grand Officers more work to do, but I think it would be best in

nal outcome. I would like very much to have expression of opinion by some of our Brothers. Santa, Ga.

MEMBER OF 180.

Editor Railway Conductor:

Before the delegates selected to represent their local Divisions in the Grand Division of the O. leave their local Divisions I want to have a heart to heart talk with these Divisions on matter of the Home. I fear I am now too late, before this reaches the readers of THE CONDUCTOR some of the delegates will have left for aul.

Others, will you allow me to come to you as a brother on the humanity side, although I may not meet with you on the railroad order side? After twelve years of doubt, discouragement, poverty and no little of hard work to keep the Home, the skies have brightened, the clouds have been driven away and the bright sun of promise and cheer now cheer and gladden the friends of the Home as never before in its history. All now depends upon the action of your convention and that of the B. R. T., which will be held at the same date as ours at Milwaukee. The history of the Home far seems to prove beyond all reasonable doubt the imperative necessity of a home for aged, disabled, unfortunate, destitute and friendless railroad men. That there will be such men there can be no shadow of doubt. These unfortunate Brothers from the very fact of being brothers for long years having been sustaining the Order by contributing to its support will feel that the Order will, and that it must as a matter of course and brotherhood justice and right, take care of them in some way. That they must and should be cared for in some way is a foregone conclusion and need not be discussed here and now. A burning and vital question before us now is how. I think it safe to challenge anyone to show in all the history of all benevolent enterprises a single case or plan so simple and so little expensive to the individual members of those who support it. For a building fund only one dollar should be required from each member of the O. R. and the B. of L. E. and fifty cents from the B. R. T. and B. of L. F. This will give an ample fund for the purchase of grounds and to put up fire proof buildings as will comport with the numbers enrolled in these organizations and the grand and Godlike objects had in view. It is in mind always that this one dollar and this one dollar is asked for only this once for a life-

time for yearly contributions for the support of the home. Really, my Brothers, I am almost ashamed to speak of the insignificant sum asked to sustain such a grand and honorable enterprise. It is proposed to undertake, for fear that many think it so small and insignificant it could not possibly accomplish so great a work. This is so I do not one will ever feel its absence from his pockets, and especially so from the loose change of a railroad man. That sum is the great amount of twenty cents a year from conductors and engineers and twenty-five cents each from the firemen and firemen. Can it be possible for any to conceive of an enterprise that has so great and admirable objects in view as this has, to be so simple, so cheap,

and at the same time so sure of accomplishing its purposes as this? All, no doubt, already know of the action of the B. of L. F. at their last convention at Des Moines last September, where by a vote of their convention they substantially decided to adopt this plan if the other organizations would do the same. Then to make assurance doubly sure, the proposition is to organize and re-incorporate the Home in the name of the brotherhoods, so as to have it entirely and completely under the control of the several Brotherhoods contributing to its support. To have the Grand Executive Officers of both the brotherhoods and auxiliaries be ex-officio members of the board of management, or, if these persons feel they cannot give it their personal attention have power to appoint such persons of their own Order they may think suitable for the position. My dear Brothers, is not this worth the trial? How little is lost if it should fail. But it will not fail. It must not fail, there is too much at stake. Think of it for a moment.

All know now how expensive it is for a single lodge or Division to have a destitute and disabled Brother on its hands to care for. Would it not be much better for the entire brotherhoods to all contribute to this end, as contemplated, in the one home for all? Some have imagined a great deal of trouble arising from taking an old, helpless Brother from his family and friends and sending him away off to a distant home. Thus far in the history of the Home, there has developed no hardship of this kind, yet we must admit that cases of the nature feared may occur. The hope, however, is that the plan outlined will produce ample funds to provide something of a cottage system to meet all such cases should they develop. I have no doubt but that the B. of L. E's. will fall in line with this plan if your convention and that of the B. R. T. do so. Dear Brothers, I realize this letter is already too long and I am trespassing upon valued space of your highly prized journal, yet, so anxious am I that this golden opportunity shall not pass of doing a great good to many a worthy and needy Brother in the swift coming years, and it may be to some of the very ones whose eyes read, perhaps rather impatiently, this plea, that I can hardly find the place to stop. One word more, and I am done: How could the brotherhoods illustrate in a more practicable way the great principles of true brotherhood than this of amply providing a Home and its comforts for its unfortunate Brothers? With great interest and loving respect, I am yours to serve.

L. S. COFFIN, Pres.

Highland Park, Ill.

Editor Railway Conductor:

Division 25 is doing fine, thanks to our officers and members. We elected our officers for 1901, and a finer set of officers, both for good looks and good judgment, would be hard to find. They are as follows: C. E. Rich, C. C.; Robert Collins, A. C. C.; Jas. Baldwin, S. and T.; C. H. Stowell, S. C.; J. Brassard, J. C.; R. H. Countryman, I. S.; J. Hagerty, O. S.; A. F. Rock, W. J. Adams, H. N. Maloney, Trustees; W. H. Bently, Delegate; J. L. Sweetman, Alternate.

I am confident that the above officers with a little help from the members will keep us on the same road (prosperity) that Uncle William put us on and

guided us along since we organized. He is now getting ready for St. Paul, and all who have the good luck of meeting him will know who he is before they get away again. He is now thinking upon a plan, as a great many others are doing, of how we are going to care for our disabled Brothers. I guess it's a problem very hard to solve and bring satisfaction to all, but there is one thing certain, and that is something ought to be done for our disabled Brothers—that is, those who are totally disabled by reason of disease. Brother Bently's plan is an amendment to our insurance laws that will make them more in harmony with the two cardinal principles of our Order, charity and justice, and that the amendment reads as follows: In case any member of this department shall become totally disabled by reason of disease or accident, to which our insurance laws are not applicable, an application may be made by such member to the Grand Chief for payment of the claim of such member. Upon receipt of such application, the Grand Chief Conductor and the Grand Secretary may appoint a physician, and these three associated together may act as a committee to investigate the claim so presented, and if the disability of such member is found to be total, such committee may once in every two months, but not oftener, authorize the payment of the claim of the most worthy applicant. In case such payment is made there shall be deducted from said claim the actual expense of such investigation, together with two years' dues of such member. Brother Bently wishes to hear from some of our able writers on this plan.

Quite a number of the brakemen of this road have been promoted, owing to the new extension from Rouse's Pt. to Burlington added to the O. & L. C. division. We wish them good luck, and hope that some day we will have a chance to promote them to the ranks of the O. R. C. Don't be afraid, boys, to come in. All you've got to do is to keep behind Billy—you can drive him all right, but he won't be led.

J. J. W.

Ogdensburg, N. Y.



#### Editor Railway Conductor:

Division 256 has been a little short on meetings—account of heavy business on the road. The rush is about over now, so you can find us doing business regularly at the same old stand. The San Antonio extension is being pushed as rapidly as possible, and with good weather they will make good headway.

Brothers Evans and Fulcher are now on the pebble express, traveling the 20 miles of the extension that is finished. Brother Hastings is again on the ditcher, having recovered from his injuries sustained some time since.

Brother E. P. Curtis was elected paid chairman for the Conductors on the M., K. & T. system (something new on the Katy) with a salary of \$2,000 per annum. What do the Brothers think of a paid chairman? I would like to hear an expression from them on this subject. Our C. C., Brother C. H. Turney, has announced himself as candidate for mayor of our little city. The boys will all support him. I understand Brother Edwards is to be reinstated, which is good news to his many friends. Brother Nehen thinks Nos. 5 and 6 is much easier

than Temple local, and Brother Thurman says passenger train just suits his complexion. Brother Ed Dwyer, our efficient secretary, is just finishing quite a nice two-story brick building, which he will use as a restaurant and lunch counter. Ed says he will then serve the boys on silver and cut glass. Ed is all right, and knows how to do the right thing. Long may he flourish.

We hear with regret of the illness of Brother J. D. Combs, of this Division, who is now in Mexico, and trust that ere this he is on his run again.

Division 256 have several members who have good runs on other roads. I suppose it will only be a short time before they will transfer. What is our loss will be some other Division's gain. I expect Division 256 will be well represented at Grand Division, as several of the Brothers have expressed a desire to go.

Hoping to meet many of the Brothers and Sisters at St. Paul, and know them personally.

Smithville, Tex.

R. O. COOR-PENDER.



#### Editor Railway Conductor:

Division 304 has gained six members since the 1st of the year, and have one to initiate at our next regular meeting; also two applications for membership by transfer card, which will make us a membership of 80. We installed officers at our first regular meeting in January, and had one of the largest crowds present that ever attended a meeting of Division 304. Brother Thos. McBee, our G. I. S., installed the officers and did it in such a way that he made us all proud of him. There was quite a large crowd of our friends present, being a public installation. After services were over we all enjoyed a nice supper.

Arrangements have been made to put five fast freight runs on between Canton and Memphis, and I understand these are to be the fastest freight runs ever attempted by the I. C. It will take several of the boys out of the chain gang service who have worked long and hard for something better. From all accounts there will be a large crowd of the members from this part of the country attend our meeting of the Grand Division in May. Brother William Wheeler represents Division 304, and we are satisfied he will render a good account of himself and do us credit. Brothers Coulter, Maxwell, Ham and Galvain will be on the New Orleans special convention train, and several more are speaking of taking the trip. Business is very good here at present. Our yards have been badly blocked for some time. Our trainmaster took Brother Lane off the road for several days and put him in the W. Valley yard to straighten things up, and the trainmaster tells me that he did it in fine shape. I have written the third letter to all our members, asking them to send me one of their photographs, as I have arranged to have a large group of our members made, and have heard from about one-half of them. If any of the members of Division 304 who have not sent their photos see this, please do so at once, as I am very anxious to get all our members represented in the picture. Don't write and say, "I have one, but it is not a good one," or "Does not look like me," for I know just how each of you look; and don't write that you have one made in a group, for I can't do anything with one of that kind. Have some made and send

me one C. O. D. I am willing to pay all the expense of the picture.

Brothers Green, Cain, Ragsdale and McNeil are off, but hope to see them back on their runs soon. The company needs their services and can't get men who will give better satisfaction, and I am satisfied they won't be off much longer. With best wishes.

Canton, Miss.

O. A. HARRISON.

Editor Railway Conductor:

O, Lord, now that I have flagged Thee, lift up my feet from the rough road of life, and plant them safely on the deck of the train of salvation. Let me use the safety lamp known as prudence. Make all the couplings in the train with the strong link of Thy love, and let my hand lamp be the Bible. And, Heavenly Father, keep all switches closed that lead off the sidings, especially those with a blind end. O, Lord, if it be Thy pleasure, have every semaphore block along the line show the white light of hope, that I may make the run of life without stopping. And, Lord, give us the right schedule, and when I have finished the run on schedule time and pulled into the great dark station of Death, may Thou, the Superintendent of the S. I. R. J. railroad say: "Well done, thou good and faithful servant, come and sign the pay-roll and receive your envelope for eternal happiness."

Tomkinsville, S. I.

MARTIN FERMAN.

Editor Railway Conductor:

We are now facing one of the greatest questions of the day. Are we prepared to meet it? Have we the courage to face it? Our forefathers fought for our freedom, and we are now allowing it to slip from our grasp, slow but sure. I have had it flouted in my face that the system we have adopted will draw everything in our power—your farms, building and loans, insurances, mines, mills, shops, factories and your individual homes, not only of this country but of the world! We will keep half of the people idle to eat up the other half! We now own the lands and the minerals, and we will own the people, too! Is he right or not?

Look at the men in the very prime of life, in fact, the best in their life to do a day's work, being tripped up and thrown down on the slightest pretext, with all avenues of escape closed against them! "How old are you?" "Oh, we don't want any more men." "You are too old!" Brothers, now is the day to prepare to meet the common foe before our wives and children are dragged down to slavery of the worst kind! It is said that history repeats itself. May God forbid it! It is not many years since good old England witnessed the selling of white children into slavery. I hope it may never occur again anywhere. I am informed that all companies will place an insurance on all employees. Brothers, you and I know the difference between it and our noble insurance. Once more I say, arouse from our indifference; or, in a short time the liberty, independence and patriotism of the American people will be but a mere tradition that our children will talk about but will not understand, and labor which hewed this nation of freemen out of wilderness will bow its head to the dictations of combines and trusts! The mission of the United States is to en-

lighten and civilize the world! It is the knight errant of liberty and justice! If it fails in its mission the world will relapse into barbarism! This question is one of the greatest facing the American people today. On our patriotism in this case depends the salvation of the republic and the preservation of our liberty.

PRO BONO PUBLICO.

Allentown, Pa.

Editor Railway Conductor:

Looking over the many letters in the March CONDUCTOR gives a person a large field for thought on the various questions discussed pro and con. Age limit—old conductor—physical examination—double headers, and others too numerous to mention, are matters of great importance to all our members and should be given our most careful consideration. The age limit and physical examination prevents many of our worthy members from securing employment who are fully capable and thoroughly competent to perform their duties as conductor, and many of them are more capable of doing a job of braking than those who have passed the required examination. But their age or some slight physical defect stands between them and employment on many of our railroads of today, while the double header on these and other roads has reduced the number of men employed in train service to an alarming extent. Thought given these questions is very essential, but action on our part is necessary to overcome them. If we do not champion our own cause we can hardly expect others who are not interested in our welfare to do it for us. When action on the part of all our members is taken who have the welfare of our Order at heart and sympathy for those who are out of employment through any of the causes mentioned, our movement must meet with success if our efforts are turned in the right direction. Legislation is the only proper way to overcome these evils, that have gained a sound foot-hold right amongst our rank and file, and no decided effort has ever been made to stop those evils which discriminate without fear or favor against the members of our Order whom we are in duty bound to give all needed assistance. Why not elect delegates in each state, say one delegate for every five Divisions of our Order in the state, send them to each term of the legislature to look out for our interests and secure such needed legislation as would be necessary to overcome those evils which keep so many of our members from securing employment? Select for delegates only those who have marked ability and who will promote our interests without fear or favor. It is very important for us to know what laws are enacted by our legislatures, whether they are detrimental to labor organizations or whether they are favorable to the working classes. Such action as this on our part would soon strike a responsive chord from other labor organizations. This, and a liberal support of candidates for office who are favorable to labor, would soon place us on an equal footing with some of our large corporations who so largely try to keep us on unequal ground. Labor disturbances have been very unsatisfactory to all concerned in the past as well as unpopular with public sentiment. This undesirable feature, with its train of hardships in its wake, should be replaced by arbitration in a satisfactory form. Let

us all try and do what we can to better our conditions as well as those of our fellow men. When we have done this we can say we have done a noble work for our Order and labor at large.

Minneapolis, Minn.

F. F. ENGLS.

Editor Railway Conductor:

For a long time I have read with interest the many and varied suggestions from different Brothers as a means of caring for old and disabled conductors. It has been a matter of a good deal of thought on my part for I am getting along close to the line of the "old timer." I have been a member of the Order and also of the Insurance Department for sixteen years. The Home idea does not strike me, personally, as just the thing. As the old soldier said, "home is where your friends are," it seems to me that the old conductor would be much better satisfied if he could pass his old age in the community where his friends are and where all the surroundings were familiar, than to be sent off to some strange place and among strangers to end his days. Would it not be much better if at a certain age, or in the event of disability, to have his insurance paid to him either in installments extending over a period of say five or six years, or create an endowment fund which would guarantee a reasonable competence to support him in his declining years? I carried an old line life policy for a few years but could not afford to carry both the old line and the O. R. C. policy and drew out of the old line. We all know that we cannot get something for nothing, and if the endowment or any other plan is adopted we will have to pay more, but do you think any Brother would object to the increased payment if he were assured that in his old age he would have a certain income to fall back on when his earning capacity is decreased or entirely eliminated? The age limit on railroads is a proposition which confronts us all. How many of our conductors have enough to live on or to go into business? The day of small business is rapidly passing, and for a man to go into business now-a-days requires a good deal of capital and some experience, and if you only have small capital and go into business, by the time you have acquired the experience the capital is gone and once more you are adrift and back to first principles, with the exception that your youth is gone and you are a candidate for the county farm or some other place supported by charity. Why not make our insurance department in the nature of an investment? Almost any man will be willing to put up his money if there is an assurance that he will receive some benefit when he most needs it. I am not well enough versed in insurance matters to offer any definite plan, but it surely would not cost a great deal to have some expert insurance man figure out some plan which would be successful and meet the approbation of all concerned.

Rich Hill, Mo,

R. A. GERARD.

Editor Railway Conductor:

I hope I may be able to convey as much news in as little space as possible, so that those of our Brothers who have been so unfortunate as to have to leave us and seek service elsewhere may know a little of what we are doing and how all the members are getting along.

After so long a time we are able to boast of having one of the finest Auxiliaries to the O. R. C. It is presided over by Mrs. Fred W. Vincent, and most ably assisted by Mrs. Chas. Dunnigan, with 25 members and plenty of applications. Brothers, you who are absent should see the difference since the ladies came in. Have already had two sociables and a jolly good time, and on next Thursday afternoon and evening we give a farewell reception and luncheon to two of our most esteemed members, who by fate have been forced to leave us; they are Mr. and Mrs. J. Nelson, who, in their short stay, have endeared themselves so deeply among us that we most certainly feel their loss; but what is our loss will be a great gain to the lucky lodge receiving them. Brother and Sister Nelson have our best wishes. Division 74 also had a grand ball on April 9, given in honor and for the benefit of 153, L. A. to O. R. C. It is useless to say that all had a grand time. Thanks to the ladies for the new life they have put into our work. We had two initiations March 17 and more applications.

Decatur, Ill.

A. F. KENNELLY.

Editor Railway Conductor:

Ye scribe has just been scared out of a year's growth. Sitting alone in my study, nursing a well developed case of the grip and thinking that ye scribe had been deserted by all mankind and feeling as though the isolation was as a grim spectre mocking me in my misery and never dreaming of the presence of a human soul, when a loud knock came at the door of my study room and aroused me from my reverie and I wondered what manner of man could have the nerve to thus encroach upon my sacred domain. So, with the thoughts of Shylock, if I can but catch him upon my hip I will feed fat the grudge I owe him, and with a firm determination I strode across the floor with blood in my eye and as I opened the door, lo, and behold, standing bold and undaunted like young Brennan on the Moor, was Charley Criss, our Secretary and Treasurer, and with a yell that would put to shame a Caramanche warrior, cried, "hurry up for there is business on hand." Being chairman of the Adjustment Committee, I supposed that someone had been foully dealt with. But my anxious fears were soon dispelled as I heard him say that two candidates were in waiting and that there was danger of a wreck if ye scribe was not there but I said that I was sorry but owing to the way I felt I was afraid that the devastation and death would have to go on as I did not have any torpedoes and my red flags had been blown away and so I would be of little use. And with a "I am a very busy man" he slammed the door and went in search of other timber. [LATER.] A. F. Munchausin and J. H. McKay were made conductors and F. H. Smith was balloted on and elected. So you see that what I thought was spontaneous combustion was nothing more nor less than O. R. C. zeal. Now may this be an inspiration to a few more of our members to become a little enthused with an O. R. C. spirit. But don't think, my Brothers, that by what I have said that the O. R. C. boys of Division 173 are not zealous workers for I want to say that Division 173 with Al(l) (Wright as Chief Conductor and Charley Crist, Secretary and Treasurer, is a back number



for we are not. Yes, 173 is progressing in more ways than one for Old White Jack (Wyman) and Smooth Bore (Valentine) have already begun to adjust their neckties and brush up their clothes in anticipation of the big time coming off at St. Paul in May. Yes, and I can just imagine that I can see the hermit of the sand hills with his long flowing beard hanging loose to the wind and as I hear the zephyrs sighing among the branches of his lilacs it seems to say, St. Paul, St. Paul! Now I don't blame the dear fellows for having a weather eye on St. Paul for I would like to go myself, but it has been said that if the Preacher Conductor went he would want to turn the convention into a prayer meeting and of course that is not what the convention was intended for and so he won't go. But say, boys, I want to say right here along this line that in our Sunday Y. M. C. A. meeting there were five conductors, three engineers, and switchmen, brakemen and shopmen were represented. Praise the Lord! Let the good work go on. There was a time within the remembrance of ye scribe's vision when you could not have pulled a railroad man into a Y. M. C. A. meeting with a switch rope. Why? Because it wasn't strong enough. But when these dear fellows find out that God loves them the old Devil can't get a wrecking chain strong enough to keep these dear fellows out; we will have one of the best Railroad Associations in the northwest. Our railroad company gives us \$60 a month. That pays our secretary. Mr. J. W. Hogue, who is growing more popular as the days go by. Now, boys, come to the meetings—we are glad to have you come. A. F. WARD.

Chadron, Neb.



#### Editor Railway Conductor:

Division 115 is keeping up her good record and pushing ahead. We are having good meetings—no complaint to make on non-attendance—and every Brother is looking around for new material. As we have passed through the first quarter of 1901, I will explain what we have been doing: On January 1, 1901, we had eighty-eight members in good standing. We lost one by death, three transferred and three suspended for non-payment of assessment No. 1. We have taken in, by initiation, the following Brothers: D. T. Williams, A. B. Speer, G. B. Granger, W. B. Corberley, M. J. Clancy, T. W. Perry and J. P. Gleason, and are waiting for one candidate to present himself for initiation and one Brother by transfer card, J. H. Kelgore, from Division 325. A good showing. El Capitan Division was on the rampage last night—don't ask what caused it. Brother J. K. Smith rounded up three conductors and shipped to San Francisco from the California Northwestern Ry. and asked Division 115 to please brand them O. R. C., which was done by Past Conductor J. C. Fielding, a good instructor for such boys as Walt B. Corberly, M. J. Clancy and Thos. W. Perry, all from the California Northwestern Ry., and James P. Gleason from the Great Santa Fe Route. Four initiations in one night is good to read about and better to see in your own Division. Brother T. Billingslea is having a serious time with blood poisoning on his right hand and may yet cause amputation, but we hope for the best and his speedy recovery. He is the head of Division 115,

having been secretary and treasurer for several years.

Brothers, it's only a few days until our Grand Division will meet at St. Paul, and every delegate is busy getting his Sunday clothes pressed and new creases put in his trousers. We have received notice to arrange for a train load coming from Columbia, Pa. We have everything complete and will show them through Chinatown, as our Chief Conductor is from Pennsylvania and can speak the language. [Pennsylvania or Chinese?—Ed.] He will have full charge of the members from Division 331. Our Chief Conductor's name in California is Hayes P. Speakmon, but he says in Pennsylvania it was Spokeman, and we elected him spokesman for the Brothers and Sisters from (Hail) Columbia, Pa. Our delegate, A. B. Marray, and alternate, R. H. Plant, will leave the "Sitting Sun" about May 1. We hope to hear good reports from the Brothers. All who visited our city during the Grand Division in '97, and passed through San Francisco, should remember Brother Marray.

The picnic committee, through their chairman, T. Billingslea, reported that they had signed contracts with the North Pacific Coast Road (Narrow Gauge) to run an excursion train to Camp Taylor on May 22, 1901, to take El Capitan Division and their friends to the picnic, and Brother Ed. H. Shoemaker, superintendent of that road, will do everything possible to make it a success. Brother Billingslea will soon supply all with tickets to sell to your friends.

Railroad business seems to be very good on the coast, especially passenger travel. California is full of eastern people, tourists and would-be locators. The coast division of the Southern Pacific is completed and through trains will soon be running over that division, and the bulk of the through travel will go that way now instead of over the Tehachapie Mountains, making much better time between here and Los Angeles. The Great Santa Fe Route is doing good business and everybody is busy. Our superintendent, J. W. Walker, has just returned from a trip to the Islands much improved and we hope he will soon be the stout and robust man he was before his sickness. Jas. F. Lott, general foreman of the freight sheds, is back on duty after a very severe spell of sickness. Brother Wells of 246 is in charge of engine No. 1, shunting box cars around the Santa Fe yard in Frisco. We are going to have a visitor in May, in honor of Ohio. The Union Iron Works are building the finest battle ship ever built. She will be launched in May in the presence of his Honor, Wm. McKinley and Governor Nash and staff of Ohio. We expect about 20,000 native Ohioans to be present. The Ohio society of California will have charge of the presidential party, and when this mountain of steel slides into the waters of San Francisco bay a young lady from Ohio will break a bottle of California wine over her bow and will say: "I will call this beautiful ship Ohio." Come along, Buckeye boys, California Buckeyes will make it hot for you in Chinatown tonight. We are looking for a "wam" time in old town when the Buckeyes get here—William McKinley, Mark Hanna, Gov. Nash, and others too numerous to mention. You will find me marching in the Ohio society, admitting I was born in Ohio.

I feel quite proud of my native state—just go over the list and see the great men who were born in Ohio.

MILTON G. PUMPHREY.

San Francisco, Cal.



Editor Railway Conductor:

I suppose you will think that I am coming pretty often, but I have never had much to say before; not because I did not read, but because I did not get into the mood. There is so much discussion upon the subject of the aged and disabled conductors, and the provision of a retreat for them, that I deemed an additional word would not meet the fate of the "blue pencil." I have read with deep interest everything that has been suggested for years upon this subject, and I must say that not one feasible plan has been suggested. Brother Barber, Sr., has proposed a novel plan, and it has some virtue, but it will never succeed. Pick out any one hundred men and how many philanthropists will you find among them? If you find one, you will be highly fortunate. When you ask a man to carry life insurance for some one not a member of his family, you are making a request that will not be responded to with any degree of willingness. Especially, when you consider the fact that a large number—in fact, almost a majority—of our members consider this plan of a home an incentive for members to neglect to provide for "a rainy day," knowing that they will be provided with a home, even though they have been improvident. We are, all of us, altogether too improvident. Did any of you ever figure how much money you had drawn from the pay car during your term of railway service? If you have, did you not feel a little guilty quail, that you had blowed it all, when, without a doubt, you might at least have saved one-fourth of it, and in many instances one-half? In fact, you were guilty of gross neglect of your family's interest for not doing so. I can cast my mind's eye over the men with whom I have been associated during my railroad career, and what an astonishing percentage of them pay a bar bill of from \$5.00 to \$20.00 each month, and \$5.00 to \$10.00 cigar bill, besides many sundries which were not necessities in any sense of the word. What do you suppose these bills would have amounted to, upon the basis of a saving fund? Why, Brothers, I know of men who have saved enough, before they were thirty-five years of age, from a job of braking and mining, to go into business on an extensive scale. That is, a scale that made their profits from their business more than they ever drew from any pay car while in the train service. I have worked alongside of them and knew that they were accumulating a competence, while I didn't save a dollar, but I couldn't seem to get the combination myself. Who was to blame? The railroad companies, the Order or some one or thing outside of myself? No, indeed! Yours truly, and no one else. I ought to-day to be independent of any company whatsoever; but I am not, more's the pity. We will never succeed in placing the average man in a retreat, no matter what his misfortunes have been. His manhood won't allow him to become a subject of charity. Why, I know of ex-railroad men who are today working for from \$5.00 to \$10.00 per week. Do they long for a home? No, dear Brothers. They recognize the fact that they have sinned away their

day of grace, financially speaking, and they take their pittance and make the best of it, the best being, in many cases, the worst.

Brother Veritas, I like the ring of your letter, when you refer to legislation. That's the line that we must spend more of our energies upon; but I can't agree with you that we have no right to say whether railroads shall double or treble head their trains. We undoubtedly have a right—and it is our duty to see that right recognized—to say whether we shall be ordered to start upon a trip whereon our lives shall be jeopardized unnecessarily, which is undoubtedly the case with double and treble headers. Brother Editor gave me a little dig in my letter in the March issue, when I spoke of the self couplers that don't couple. He said: "Call it to the attention of the Interstate Commerce Commission." Dear Brother, what are we organized for? Isn't it so that we may be a more forceful factor as an organization than we can possibly be as individuals? Let the Order take these matters up. We all know that we cannot possibly do so, as employees. Why, we wouldn't last long enough to know that we had ever been employees. These matters must be accomplished through our Order as an organization. No individual member can jeopardize his job by any such foolhardiness. Brother Jelf makes a suggestion that is opportune and pertinent, and that is that when a conductor becomes incapacitated he should be entitled to some benefits from the Benefit Department. He has, no doubt, been paying money for years. Why should not he receive something for his money? Why must he die to accomplish the financial results? I suppose when he becomes incapacitated he ought to be chivalrous enough to go and fall under a moving train—accidentally, of course—so that his family would be placed in a position that they would not want. Along this insurance line we ought, also, to have some accident indemnity. Of course that should be only for those Brothers who wished to take out such protection and should not be compulsory, as our present insurance is. Many a Brother is carrying accident indemnity with commercial companies, who would gladly see this money going to the Order. Brother Veritas wants the initiative and referendum, and justly, too. Representatives, in the person of our delegates, are O. K., but the rank and file must have an opportunity to pass upon their acts in Grand Division. So must the electors of our government have the same right, as regards our national and state representatives. We modern people are the victims of too much law and not enough justice. Let every law of our nation, and every law of our Order be submitted to the rank and file before it can be incorporated into the statute books of either.

Fairbury, Neb.

SIVART.



Editor Railway Conductor:

Division 114 is adding new members every meeting. We should have four initiations at our next meeting. I believe we have only had one meeting this year that there was no candidate to be initiated. I met a Brother the other evening who asked me if I was still the cipher correspondent of our Division. He being a member, I said, yes. I didn't ask him if he knew the way into the Division.

To make the column in *THE CONDUCTOR* furnished by the correspondent interesting to the Brothers, it is very necessary that they help contribute to his letters by furnishing him with such intelligence and information as will enable the correspondent to bring the subject out in a pleasing manner. A number of Brothers have promised to help in this way. Ask yourself the question, have you fulfilled your promise? I was looking through the columns of the Ladies' Auxiliary in *THE CONDUCTOR* for an account of some of the pleasant social events under the auspices of the Auxiliary. Some of our Brothers have been at these entertainments, and while we were all most cordially invited, I regret very much that I could not be present as my hours of duty spoils the evening but I learn from some of the Sisters that the behavior of one of the Brothers was such that they could not cheerfully recommend. He is addicted to the habit of chewing gum and like many other bad boys away from home, places the chewed gum where it is most likely to be effectual—on the backs of playing cards, seats of chairs, etc. But notwithstanding the fact the boys must have their fun anyhow. These social gatherings have their good influences. They bring us nearer together in mutual relationship; they help make the ties that bind; they narrow down that selfish disposition that inclines us to think man lives for himself only, and then they are usually followed by a very palatable repast, with good things to eat and reach a man in a way that nothing else will. It will often cause him to say yes, when he really means no. The President and Secretary of Auxiliary 9, Mrs. J. A. Ody and Mrs. J. Reinhart, might give us a pen picture of some of the good things the meetings consist of as they are both energetic and efficient workers.

I want to say a few words in regard to our Brothers who have been less fortunate than we. Misfortune comes to us often in the hour of prosperity, laying a heavy hand upon us, the weight burdening us the remainder of our lives. Brother F. J. Halferty, who lost his foot in the Greensburg tunnel two years ago last January and came so near losing his life, has been appointed agent at Homewood and is filling the position with entire satisfaction. He walks with his cork foot almost without a limp. Brother A. M. Borland lost his leg at Altoona depot while attempting to get on his train one year ago the 13th of last January. He is able to be about again with the use of an artificial limb. We hope that he will be among us as an employe in the near future. Brother Borland is possessed with rare judgment and ability; efficient, kind and polite, composed of sterling qualities, fittingly prepared to fill many positions and it is the earnest desire of all our Brothers that he may secure a position that is as fitting for him as he is for it. But, alas, I think again and here is Brother E. R. Pilling, I might say, like the pilgrim by the wayside who hath no morrow. Truly he has felt the weight of affliction's heavy hand. For years he has borne up patiently and calmly his pitiable condition, murmuring not at his lot, but seeking to find something that was within his physical reach. He has written and published a little book containing memories of his early railroad life very interesting to its readers. He still has a number of

copies; they sell at 25 cents per copy. The sale of these books enables him to supply the many necessities of life. Brothers, have you one, if not send for a dozen of them. Sell them to your friends so they may reach the end intended. This Brother is entirely disabled from working and fast losing the use of his arms. Is he not a worthy man for our assistance?

I would be glad to see some constitutional amendment added to the by-laws of the Insurance Department that the benefits might reach our worthy Brothers such as he. There are ways in which this could be accomplished. A certain per cent should be allowed for the palsied or any total disability other than accident. I hope the delegates to the Grand Convention in May will give this their very careful consideration and bring about something that will benefit the deserving ones. I am glad to say the delegate from Division 114 is a thorough man and he with others equally as good will not leave any stones unturned.

Pittsburg, Pa.

D. F. LANE.

#### Editor Railway Conductor:

In the Order of Railway Conductors, we are our Brother's keeper. How many of our members really live up to the above instruction? As long as a Brother has a good train to run, and a regular salary of one hundred "per," then you are all ready and willing to be his keeper, and extend to him the right hand of fellowship. Then he is a good fellow. Then he is popular, and is considered a good member of the Order, even if he only comes to the Division room once a year, and does nothing to help carry on the work of the Division with the exception of paying his annual dues. That don't make any difference. He runs a good train and draws a good salary, and consequently we must take off our hat when he passes by, and he expects that whenever he does condescend to attend the Division, that whatever he proposes or advocates must and will be supported by all of the other Brothers without question or debate. But, on the other hand, should one of our Brothers, who unfortunately has lost his train and one hundred per, that attends the Division meetings regularly, enters heartily into the work; if this one should propose some legislation for the good of the unemployed, with what spirit is it received by the regular conductor? What does the salaried, attend-once-in-a-while member say then? Does he then live up to the teaching that in the Order of Railway Conductors we are our Brother's keeper? Or does he say: "I am not in favor of any such thing. I am paying assessments now to this, that and the other, and won't do any more. If these Brothers are out of employment, and their families are in distress, I can't help it. Let him go and hunt up another job." Or they will say: "Let the old conductor alone, and he will take care of himself. I am getting tired of this old chestnut of helping our old and disabled conductors. Better drop the farm nonsense or the shoe factory. What do I care if some of our Brothers are in need. It's none of my business. I have got enough to do to take care of myself." Aha! You forget then, that in the Order of Railway Conductors you are your Brother's keeper? No, you won't do a single thing to help an unfortunate Brother that is out of em-

ployment. No, you say, to keep and hoard up all money belonging to the Order, and keep it in a bank at 3 per cent for, perchance, some time in the future we may need that money ourselves to pay the expenses of a strike. Because, if there should be a strike, I would not want to lose any time on account of it, and the money must come from some where, or else I will not have anything to do with it, or the Order either. So, don't talk any more about taking any money now in the hands of the Order for the purpose of helping an old conductor. Of course the old conductor helped to build up this fund. He paid his share of it, but when he lost his job he lost all claim to the Order. No, let the old conductor alone; he will take care of himself." But that is just what you said. I have read it in THE CONDUCTOR, and I heard it in my own Division. Just such expressions as I have written. But I don't believe you stopped to think what you were saying. I don't believe you meant what you said. I don't believe but what every single conductor in regular employ as a conductor, would gladly give one dollar each month towards a fund to support and care for our needy ones. I know they would do it. I know that there is no more generous set of men in America than the O. R. C. men. If they would only stop and think what they could do—20,000 Conductors in actual employ. Each, one dollar a month—\$240,000 in one year—\$240,000 in the hands of a committee appointed with power to act, could so appropriate that amount that the income in two or three years would be enormous. With that amount of money the committee could go into the tropics and buy fruit-growing lands that would produce bananas, pineapples, cocoa, coffee, rubber, etc., that would make our Conductors' Home entirely self-supporting. Now, I suppose you will say: There Osborn goes again! First it was a farm; then a coal mine; a sugar refinery; a shoe industry—and now he is down in Central America, raising fruit and rubber for the northern market. That Osborn is crazy! Well, Brothers, I told you in the first place that I did not care what it was, only do something for the benefit of the old conductor and his family that will come the nearest to being self-supporting. The only objection I have to the Highland Park Home is that they do not receive the wives, widows and orphans of our members, and there is no chance in the world of that institution ever being self-supporting. One of my good Sisters asks me: "What will become of the Highland Park Home, in case the Conductors have one of their own?" Why, if the Conductors have one of their own, that will in a measure relieve the Highland Park Home, and give them more room to take care of engineers, firemen and trainmen. There will still be a large field of usefulness for that institution. But I want to ask you, Sister, on the other hand, if the Conductors don't have a home of their own, what is to become of the wives and orphans of our Conductors? I know of a Conductor who ran a passenger train for thirteen years, was taken sick with paralysis and heart trouble, and for the past five years has not been able to run his train. What little he had saved up had disappeared, and his wife was obliged to become the bread winner of the family. She, your Sister, must go out and canvass, or sew in order to sup-

port her husband and young son. Is that right? Would you want to accept her position? Did this Brother, ten years ago when he had a train, ever stop to think then what might come to him and his family? No, it isn't likely; and neither do you stop to think now, what may be your lot in ten years from now. This Brother is carrying \$3,000 insurance in the Order. He can't afford to carry it, and he certainly can't afford to drop it, as he is now nearly 60 years old. There is no doubt but that he is nearly totally disabled. Now, what can we do? We certainly ought to do something, but our laws won't let us. If we only had our home, our farm or our factory, then this family could be contented and happy. But we have no home, yet, and this Brother and Sister are in need. The insurance laws won't give her any part of the benefit. What can we do?

The Sister does not, and will not ask for charity, but only wants a few hundred dollars to go into a small business; with that she may support her loved ones. Now, Brothers, let not your right hand know what the left hand doeth, but simply let each one enclose to my address, 1025 Oakwood avenue, Toledo, O., whatever in your own judgment you feel willing to give, and I will see that this Sister and Brother who are in need, receive it. Let each Brother individually do this, even if only a quarter, and see for once what good we can do, and illustrate that we are our Brother's keeper. I want to say further, that this Brother and Sister are not in Ohio, nor are they east of the Mississippi. They are not the only ones of our Order that are in need of assistance. But try and see if we can't be of some good to our Brother in this case. I do not ask one to do it all, but let everybody help, aid and assist a worthy Brother. And don't put it off until tomorrow, but do it today, as every day that you postpone your help just that much longer your Brother must suffer.

Toledo, O.

B. F. OSBORN.



Editor Railway Conductor:

At this time there are a great many important matters which should have our attention. The time for our convention is very near and it is of the utmost importance that our delegates be conversant with our desires, fully instructed and competent to act. Division 217 is recognized as one of the best working on the B. & O. system and we are proud of our standing with our officers who are fair, honest and business-like with us. As such we are endeavoring to be deserving by conducting the business of the company assigned to us in such a manner that it may be said of both officials and employees, well done! It is not my intention to overlook the cause of the good standing of our Division. To make a success of any undertaking, good men—I mean men capable of transacting for themselves and others—must be chosen. Under the able administration of Brother H. Font, our Chief Conductor, the meetings are conducted in a manner elevating and entertaining, and we know by the pleasant smile and greeting extended the Brothers as they enter Division room, that he fully appreciates the support given him by his able assistant, Brother Wattman, who is regularly in his place. Enough cannot be said of our secretary and treasurer, Brother E. R. Emery, a most

worthy and efficient officer. The standing of the Order and its members depend on him, and that he has been faithful is verified by the fact that he received the unanimous vote of the Division at the annual election of officers, it being his third term in succession. While indulging in personalities it would be resented by the members of 217 if I neglect saying something of the chairman of our working committee, Brother Wm. Burke. That he loves and respects the Order none can doubt. That he takes more interest, and by so doing creates more interest than usually falls to the lot of one member, I think none will dispute. Recognized by the railroad management as a man of sterling business qualities, fair-minded and just, he has been first in establishing us on business basis with the management. He represents us at the coming Grand Division, and if I might have my wish, at all succeeding ones. It is very often argued that this honor should be divided among the members as the opportunities present themselves. The argument is not a bad one. The honor is certainly to be appreciated, but in this matter, as in others I have mentioned, let us look to the business point. Experience is a great teacher and applies very forcibly here. It requires experience for a delegate in convention to be of service to his constituents. Parliamentary rules and methods are not familiar to a vast majority of our members, and when we find a member in our midst who can ably represent us, who has proved by his actions that he does represent us, I say stick to him if possible and not make an experiment of a Brother for the sake of honor alone. It is the desire of every loyal Brother to advance the standing of our Order and to increase its benefits and influences, and in order to accomplish this it is sometimes necessary to make personal sacrifices. As a result of circumstances I have not been able to attend Division meetings this year, but being in close working with our secretary I try to keep informed of the proceedings. Division 217 is prosperous and growing both by initiation and transfer cards. B. R. & P. boys are showing their hand by identifying themselves with us, and we are proud of them. I am of the opinion the membership of the general committee will be increased by one just as soon as the C. L. & W. boys get their "measure took." Step right up and in, boys, if the opportunity presents itself. You are not strangers and the glad hand is ever extended to you.

Brothers, attend meetings and if possible assist in perfecting our Order and its teachings.

Bennett, Pa.

GEO. BEARD.



Editor Railway Conductor:

Division 138 is doing good work and still expects to do better in bringing in our delinquent conductors. Let the good work go on. Let us come in closer fellowship with one another, and all that are careless and uninterested in matters appertaining to our Order, should be counseled with and encouraged to wake up to an understanding of our vital interest of today. Railroadng of today is not what it was years ago and the time is here that conductors must get closer together. There can be no mistake if we regard our Order as one family and deal kindly and generously with each other. We can be generous without making a sacrifice.

Sociability is generous. The lack of it is selfish. A strange Brother needs an encouraging smile and a welcome grasp of the hand when he visits your locality or enters your Division room for the first time. As a rule, friendly feelings will bring out the good in a man, while a cool reserve often unfolds the meaner nature. Let us do the best we can and rejoice with them that can do better. Lighten the burdens of life for our Brothers by a kind smile, a friendly chat or any feeling of a Brotherly interest. It costs nothing to develop the better side of our fellow beings and it makes character of the right kind for ourselves. Selfishness and envy are too often the foremost elements of human nature. If we find a Brother far from what he ought to be, do not put him down as altogether worthless, but go to such a one and talk with him and chances are he will tell you the Brothers are against him and do not care if he is in the Order or out of it. There is no member that does not appreciate a kindly interest in his welfare if properly shown, although all would resent unwarrantable meddling. We all have a liking for friendly sympathy in ourselves and we should freely extend that sympathy among ourselves. True sympathy will often light on life's dusty road some weary Brother. Do not hesitate to speak the right words at the right time, for they would be brighter jewels in the pathway of a discouraged Brother than a new empire would be to a victorious general. Men are attracted by the power of Brotherly love, but they cannot be driven toward the driver. So far as the financial part of this question is concerned, there are many times when kind words and generosity cost no more than selfishness, and for every endeavor made to enable those around us we ourselves grow two folds in the same direction. It is right to adapt ourselves to do that which is our duty and if we are not doing the best we can there certainly is a fault somewhere on the other hand. Let it be known that we are uninterested one toward another and it relegates us to a place of unpopularity in the opinion of the outside world and such an opinion is weakening to self respect neither of which we can afford. There is a time in the lives of all of us when opportunities come for bettering our conditions. We ought to seize upon such opportunities, as they often become the stepping stone whereby we may rise still higher; or, in other words, we are generally what we make ourselves. It is all the same in the garden of our Order as in the garden of the earth. Without care weeds will grow faster than fruit or flowers. Do not wait for the strange Brother to offer his hand—offer yours first, for there is no memories sweeter than the places and hours we have devoted to kind words, sociability and generosity toward one another, thus giving to ourselves a personal pleasure that might otherwise lain hidden forever.

Garrett, Ind.

RUNT.



Editor Railway Conductor:

Division 278 moves along pleasantly and is still gaining in membership. The Division has chosen the following officers for the ensuing year: J. E. Conley, C. C.; H. S. Aiken, A. C. C.; A. J. Pumphrey, S. & T.; W. F. Miller, S. C.; W. A. Rectanus, J. C.; C. A. Graham, I. S.; F. A. Mushrush, O. S.;

P. W. Heck, Delegate; H. S. Aiken, Alt.; Polen, Senft and Oliver, Division Committee. We have two Brothers among the injured list—T. A. Sells and A. W. Brown; both are improving rapidly. Brother Brown being so unfortunate as to lose his right foot. Brother Mack Roberts has again reported for duty. Brother Wesley Connors is night yardmaster at this place, being appointed to the position after the death of our esteemed Brother, A. H. Luttrell, who held said position. A committee was sent to bring Brother Brown to our last meeting, which was held on the evening of the 19th, as he had to be carried up stairs to our meeting room. We were sorry Brother Pilling was not able to be at our meeting as he has been confined to his bed all winter. Not much hopes of his recovery. We had a very pleasant meeting the 19th and the best attendance the Division has seen for some time—45 members being present. We had four candidates to be introduced to his majesty, William Goat, all of whom performed their "task" with due credit to themselves and all present, also one Brother to re-obligate. The new members who rode the goat were as follows: William Myers, Ira Donovan, of New Cumberland, John Dugan, Albert Polen, Dan Merrimaker, of Stubenville. The members at meeting who lived out of town were: E. B. Kessler, W. J. Conley, J. S. Jarvis, J. E. McGraw, W. B. Burton, J. Peppers, P. J. Mullen and Brother Prince of Division 114 with an order for the work. At the close of the meeting the Division decided to celebrate the 10th anniversary by holding a banquet. So all the members marched in a body to Lou B. Roney's restaurant where an elegant supper was served by that prince of caterers. It is not necessary to state the supper was fine as everybody knows the service at Roney's is always the best. I noticed an item in our city paper that is a credit to our Order here. The Reporter stated, "As I noticed the body of fine-looking men there I could not help thinking of the reason the train service of our railway is so far ahead of any in the world. Every man intelligent, temperate and trustworthy. It is no wonder we rely so much on them to care for us on our great transportation over the country."

We all read with pleasure the article from P. Monihan of Division 114, now with Co. H., 17th Infantry, Manila. Brother Monihan is one of the tunnel rats of the Panhandle from Division 114. We all join in wishing him a safe and speedy arrival home. Brothers, watch your insurance, read THE CONDUCTOR and attend the meetings of your Division when convenient for you to do so.

Dennison, Ohio,

W. E. RUSSELL.



#### Editor Railway Conductor:

Division No. 291 is making new Conductors and we are also losing them one by one. On February 20, 1901, the unwelcome news was flashed over the wires that Brother Patsy Hayes was killed at Washington, N. J. How it happened no one knows. When his train, which was bound for Scranton, Pa., arrived at Portland, the crew could not find the conductor, and word was telegraphed back to Washington that he was missing, and search was made along the track. They found his mangled remains, and it appears not only his own train but a fast express train and drill engine had

passed over him, cutting him to pieces. Brother Hayes, before he went out on that ill-fated trip, was in the conductors' room at the Hoboken station and paid his dues, and laughed and joked with the boys, and ere ten hours was gone he was killed. The beautiful words in our initiation ceremony were never so forcibly impressed on the mind of the writer, the next day, while reading it at the initiation of two candidates as they were that day. It was, indeed, a perfect picture of the realities of a railroad man's life.

Brother Slack and myself were up to Phillipsburg to see Brother Hough, who has been sick since December. Joe has lost sixty-five pounds in weight since he has been sick, but says he can spare it if he will only get well, and the doctor says he will pull him through. We all hope he will. Brother Burritt is homesick, Brother Collision has been sick, but is working again on his train. Brothers Trimmer, Slack, Brown, Vanness, Rogers, Fowler and others are keeping the table warm playing dominoes.

We expect a rush of business this summer to Buffalo, and think we are able to take care of it, as the D. L. & W. has never been found wanting. All is well.

O. R. W. C.

Hoboken, N. J.



#### Editor Railway Conductor:

We have elected and installed our officers for 1901. Numerous changes have taken place among our members. Some have gone elsewhere to look for situations, victims of circumstances incident to our profession. Brother Richards, one of the founders of our Division, has gone. I understand he is employed on Choctaw Route. Success to you, Theodore, wherever you are. Brother Judy has also gone. Brother Thos. Ryan is at present employed by the Illinois Central between Memphis and Granada. Brother Holmes, of E. & T. H., has also left us. So it goes with us. Wherever you are Brothers, remember we have a place in our hearts for you.

We are still gathering the boys in. Billy Swain, of the E. & T. H., followed Brother Boleman over to Division one day, and what happened to Swain was worse than what happened to Jones. Billy is still trying to get some of that dust out that Will Leachy threw in his peepers. We have two more applications to be acted on next meeting. We have made a change in our meeting hours. In order to keep the boys straight, our efficient Secretary, Brother Boleman, (catch that bouquet, Tom) got out a neat little time table of meeting dates and hours. It's just the thing for the boys. I must tell one on Brother C. W. Brown and Brother C. B. Moody. (Chas. braced Moody.) C. B. says, show me who and where you belong. Chas. says 381. What! said Moody, that's my Division. Here is where Brown nailed him. It's a wonder you don't come oftener to Division. (They only get there twice a year.) I never have seen you in Division. Moody was beaten bad on that bluff, sure as you live. Come oftener, Brothers, and learn who each other are.

Business is fair on all roads here on I. C.; there is considerable work train business. Brothers Durbin and Brown are hauling dirt from the steam shovel. Durbin calls it his farm. Every bad day



he wants to change off with some of the passenger conductors. If he stays on that job all summer he will have a nice "done brown complexion." A letter from Brother W. A. Davis, who is working for the Clover Leaf, says he is as busy as a bee, but cold? Oh, hully gee! and snow a plenty and to spare. Some changes on L. & N. have helped some of our members to passenger runs. Brother Thos. Wene's run runs to St. Louis, consequently Tom's smiling face is not seen in our Division. Sorry, Tom, for that change. Some of our members are carelessly allowing their insurance to run so close that they are liable to lose out on it, and this too, in spite of the fact that they are continually reminded of it and asked about it every month. Remember any of us may be called for our last run any day. It's only a matter of one or two less cigars a day, and if we don't happen to get the usual number of smokers per day it won't hurt anyone. I have been singularly unfortunate about getting to Division since Jan. 1, by having to make a few extra trips. It has thrown everything out of shape for me. I am trusting it will be better ere long.

Div. 381.

Evansville, Ind.

Editor Railway Conductor:

I must say a word or two in commendation of Brother Veritas' letter in March CONDUCTOR, and especially to the portion wherein he refers to legislation. In legislation is to be found most direct and by far the shortest route to the relief of the railroad man. Our Grand Officers are all right, and week in and week out they struggle to adjust the differences which arise among the kickers (and I don't need tell you what kickers railroad men are) to the best interest as near as they can to all concerned, and I don't know that the next Grand Division can do any better, if as well. Experience of long years is worth everything. Be careful of changes where so much is at stake. The salaries paid them are not too much, for they earn every dollar they receive. It is to be sincerely hoped that the next Grand Division will give more of its time to devising means to get the membership into line, to hold together and to place into nomination for office and elect worthy railroad men who will never stop until a better condition of affairs exists. It can be done, as we have as good material to draw from as there is in the land—none better! The railroad vote can put as many of our own craft as is necessary in the halls of our state legislature and congress, as will assure us of good, healthy legislation for our better condition. It would be taking up space for me to tell you how to go about it, for every reader of THE CONDUCTOR knows how to obtain the result. I will give you a little tip, however: place your man on some ticket, then walk up like men and vote for him. It should cut no ice whether he is on the democratic or republican ticket. In legislation you can wipe out seniority, age limit, the student, over production, blacklisting, etc. A railroad company, as well as all other institutions, has the right (at least they take it) to employ and discharge a man whenever they see fit to do so. What are you going to do about it? To be sure, it is placed in the hands of the local committee and finally reaches our Grand C. C., and it is taken up by him, and through his

untiring efforts many of our worthy Brothers are reinstated and go back to work. But give us good, honest legislation, enacted for the benefit of the railroad men. We would see quite a different state of affairs. Let the next Grand Division look well to the legislation question, and not waste so much valuable time in trying to move our Grand Offices to some place which would be no better than Cedar Rapids, and perhaps not so good.

As to the need of a home for the O. R. C., there is no question. Referring to Section 45 of the statutes, wherein it gives the power to a Division to bar out of the Order for all time a member whom they have suspended or expelled, no matter how trivial the charge may have been or how good the man may be; in other words, it gives to a few members of that Division the right to exercise, under cover, personal spite to hold the expelled member out of the Order forever. It is not just, nor is it in keeping with the fundamental principles upon which our Order is founded. Any man or set of men, (they are unworthy to be called Brothers) who will conspire to keep a good and worthy man out of the Order because they do not like him personally are not fit to be among us. There is a whole lot of unity, progress, protection, perpetual friendship in such actions—nit.

Cincinnati, O.

W. A. Fox.

Editor Railway Conductor:

The meeting of the Grand Division is close at hand and there is lots of work to do. Now Brothers, do not let your delegate go to this convention uninstructed. Impress upon his mind that he is not going on a pleasure trip, but as an employee of his lodge, that he is. Not to work for and vote for what he would like individually, but what his lodge wants, and work for the best interests of the Order. If he does these things to the best of his ability he will have done well, but he cannot do all this to the satisfaction of his lodge if you do not instruct him. Give him an idea what you want. Take up the constitution and see if there are any amendments to be made. Treat all other matters of interest in the same way, and explain to him your exact wishes and I think the results will be satisfactory.

Our members at present are very busy, so our meetings are very small and few and far between, but some of our Brothers I find don't come when they are in. Come, Brothers, whenever you are in. All are welcome; a man is judged by the company he keeps. Railway men are good fellows. After making one of those continuous round of pleasure trips, with snow, rain and sleet freezing as fast as it falls, making you look like an ice man, go home and have a little talk with your loved ones, then go to bed and get nicely asleep when the caller comes and very gently notifies you that your worthy trainmaster would like to see you at his office. Out of respect to your trainmaster you call, and a case is laid before you, and you remonstrate, and oftentimes what is the result? A record has been placed against you in the big gilt-edged book. This makes a man's life on a railroad a lottery to a large extent. He is expected at all times to use his best judgment for the company's interests, and he does many things every trip for which he gets no credit. I have heard men say the meaner you are, the bet-

ter you 'get along. Of course, this statement is wrong, and we must continue to do as near right as we possibly can. Let him hear a little of the "well done, good and faithful servant," and see how quick the spirit of industry and thrift will take hold of him, and the veneration he will hold for his superior, just as a little boy will feel big and grow when you stroke his head and praise him. For men are but boys of an older growth. I am proud to know that we have an organization known as the Order of Railway Conductors, and that the fundamental and principal parts of our Order are o. k., but I am not proud to know that we have members in the Order that want to cut salaries of our Grand Officers. Is this the principle of our Order? No sir! Note the Brother's letter from Division 1180 (March CONDUCTOR) and see if the salaries of conductors was cut by the Order of Conductors. No, by the good management of conductors the salaries were raised. If you want to see a man kick himself, just cut his salary.

Very good, Brother Veritas. In March CONDUCTOR, you have hit the nail on the head. Come again. Brother Wilcox was off duty with a long spell of sickness, and we are glad to see him at his post again. Brother J. J. Heavey is very busy at present fitting himself up with the necessary trimmings for St. Paul. Brother W. T. Drake is again holding down his caboose No. 25, after handling Brother Wilcox's run. G. B. M. SEWELL.

Huntington, Ind.



#### Editor Railway Conductor:

As a matter of general interest to all, the committee for the Galveston flood sufferers herewith make a statement of receipts and specify how the funds were disbursed. Their report is as follows:

Received from 168 Divisions.....	\$1,320.00
From individual members of the Order.....	7.50
	<u>1,327.50</u>
Disbursements—	
To Brother J. M. Lacey, Division 7.....	\$ 76.47
To Brother L. E. Alexander, Division 7.....	152.94
To Brother P. Sugar, Division 7.....	152.94
To Brother T. J. Ray, Division 7.....	229.41
To Brother Walter Johnson, Division 18.....	76.47
To Brother M. E. Hamilton, Division 18.....	152.94
To Brother J. W. Taylor, Division 18.....	229.41
To Brother D. J. Glenney, Division 18.....	229.41
Expense, postage, printing, stationery and exchange.....	27.50
	<u>1,327.49</u>

To all those that contributed, please accept the thanks of the beneficiaries and the committee.

J. S. MOORE.  
J. E. ARCHER.  
N. DARROW.

Houston, Texas.



#### Editor Railway Conductor:

At our last meeting of Division 1 all the Divisions of the city were invited to co-operate with our Division in the entertainment of the delegates. It is to be hoped that the Grand Division will legislate clearly on just who are eligible to membership in the Order. Chicago is very peculiarly situated and many cases come up that the members very widely differ on. For instance, take one of the suburban conductors on the Illinois Central rail-

way; they have full charge of the train, wear the badge of conductor, make out their reports and still do not run outside of yard limits. Every meeting someone brings up the yard conductor; however, the Division has declined to take this membership into consideration. But there should be some legislation to cover cases that arise from time to time in the large cities. It will not be long until some of our oldest men will be running suburban trains and the power that will be used will be electricity. We have got to provide for these cases—the sooner the better.

There is some talk of all the Orders joining in and give a grand ball for the benefit of the Home. This will be the proper thing to do and should be the success of the year. The Brotherhood of Locomotive Firemen cleared for the Home about \$1500 by their dance given in this city Feb. 28, 1902. I trust that the Home question, representation by districts, the rights of men by legislation, will be settled at St. Paul. We are the greatest in numbers, and the weakest politically.

In Illinois we have 88,047 railway employees. In the Forty-Second General Assembly there is not a railway man in that body. There are 40,000 railroad men in Chicago and there are about 10,000 ex-railroad men; seventy per cent of the whole number of unemployed are not idle from choice but are forced from the field of usefulness, in which they were active for years, by new and stringent rules adopted by the railway companies, that prohibit the employment of men over certain age and those bearing the slightest physical defect. Railroad men cheerfully bear their share of the burdens of the government, but have little to say in operating it. We have just had printed a roster of our membership, giving the address of each member, which will be quite handy for ascertaining home addresses. Quite a few of our members will attend the Grand Division. Among those expecting to attend will be Chief Conductor Fitch and wife, Brother Warren and wife, Brother Kilpatrick and wife, Brother Williams and wife, Brothers Connors, Wood, Winslow, Brother Landon and wife, and many others.

At the close of the Grand Division three Pullman sleeping cars, under the auspices of a committee from Division No. 1 will leave St. Paul via Great Northern railway, for Winnipeg, Manitoba; the Canadian Pacific railway to Vancouver and Sumas City; the Great Northern railway to Seattle, Tacoma and Portland; the Oregon Railway & Navigation company to Huntington; the Oregon Short Line to Salt Lake City; the Rio Grande Western railway to Grand Junction; the Denver & Rio Grande railway to Denver; and the Chicago, Rock Island & Pacific railway to Chicago. These cars will reach Chicago on the morning of the seventeenth day after leaving St. Paul. The committee has arranged for stops at Winnipeg, 12 hours; at Vancouver, 24 hours; at Seattle and Tacoma, 4 hours each; at Portland, Or., 36 hours; at Salt Lake City, 24 hours; at Manitou Springs, 24 hours, with arrangements to visit the summit of Pike's Peak for one-half fare, and a trip to the Loop Line at Georgetown. The committee has decided to charge \$25.00 for a lower berth, \$20.00 for an upper berth, \$45.00 for a section, and the railway companies, through whose kindness we have obtained the

courtesies of these various lines, request that we make the invitation general throughout the Order, restricted only to members in actual service and their immediate families. You are kindly invited. All who purpose taking advantage of this trip, kindly communicate at once with Brother A. W. Conners, 177 Park avenue, Chicago, Ill., giving amount of space desired, accompanied with express money order, who will return receipt, giving car number and berth number. No reservations made unless accompanied with money order to cover amount of space desired.

Brothers Feldot and Posta are still running passenger on the Chicago & Alton. Our A. C. C., Brother Barnett, has one of the choice fast runs on the Illinois Central. Brother W. E. Cass is still in the U. S. Marshal's office. Brother Combs is still giving the "high sign" on the I. C. Brother Cal Kingsley is running train on the Kansas Southern railway. Brother W. H. Jackson has gone to the far west, looking for good berth. Brother C. J. Melohn is assistant trainmaster on the Chicago Junction railway. Brother J. F. Ryder is running one of those continuous trains on the C., L. S. & E. railway. Brother John Shirley is running a train on the C. & E. I. railway out of Marion, Ill. Brother W. W. Wentz, "the grand old man," has gone on a visit down east to see his son, who is general superintendent of the Central Railroad of New Jersey. We will be very glad to see all visiting Brothers as they pass through our city en route to the Grand Division. Brother Osborn, the Home does not take care of the families of the membership. It has a hard time taking care of the old man himself. All our membership is doing well at last report under good of the Order. Trusting other Divisions are doing as well. CHICAGO, Chicago, Ill.



#### Editor Railway Conductor:

I have just returned home from a forty day's trip through the beautiful south, southwest and the growing west. I had the honor to represent the Pennsylvania Railroad baggage department on the Golden Gate Special, and I am very grateful to all the good Brothers whom I met for the many brotherly favors extended to our party and your humble servant. I take special pride in complimenting Tucson Division 313 and San Francisco Division 115 in having such noble Brothers and fine gentlemen. And my old comrade who ran with us on our four-track system for years and conducted one of our finest and fastest through lines between New York and Harrisburg, and that is Brother Hayes P. Speakman, now C. C. of 115, also station master Third Street Station S. P. Ry., San Francisco, Cal. He is known from the Atlantic to the Pacific as one of the best of railroad men. I could fill pages with the names of worthy Brothers who are a great credit to our noble Order.

We held our regular meeting today and I was so happy to get back in the chair again. We had a good turn out as it was a beautiful day. We had several kicks which made our meeting very interesting. I assure you Division 31 is wide awake and will be fully represented at St. Paul by a large delegation, account of Brother Haefner's excursion to California.

CHAS. P. RUTLEDGE.

Columbia, Pa.

## THE MILLENNIUM AT HAND.

BY M. U. S.

We are waiting for that time to come again,  
When the delegates assembled at Saint Paul,  
Shall relieve the fearful strain  
On our correspondents' brain  
And agree upon those plans that suit us all.

A home will be erected on a site  
Commodious enough to house us all;  
The location will be right,  
So we'll all be home at night—  
Yes, the delegates will fix this at St. Paul.

Our insurance laws will then be so arranged  
That the premiums we pay will pension all;  
Oh, no! They're not deranged—  
Wait till they get it changed—  
These bright, financial wizards at St. Paul.

Some want to cut a thousand from our Chief—  
Which will save about a nickel each to all—  
Of course he's our relief  
When we can't see through our grief,  
But—t'ell with grief and troubles at St. Paul!

An economist of clever turn of mind  
Says one from each four hundred in the hall  
As a delegate, we'd find  
Would expedite our grind  
And save ten thousand dollars for us all.

Now Osborn has a scheme in his think-tank.  
Our emblem yet may grace the overall—  
They are pipe-dreams of poor Frank,  
Who imagines he's a crank—  
But, he'll find they're all illusions at St. Paul.

Oh, we know that all our troubles there will cease.  
For they've pointed out the writings on the wall.  
Just think of perfect peace!  
They'll insure to us a lease  
Of a life that's free from trouble, at St. Paul.



#### Editor Railway Conductor:

In the March number of THE CONDUCTOR I read so many interesting letters and articles pertaining to the good of the Order that I could not help but try and write something. I have only been a member of the Order since the 10th of February. On that date I joined Division 337 and have taken an interest in the work for the good of the Order and every Brother. I think every Brother should take an active part in its work and not let himself grow cold. I have not been able to get to the meetings as often as I would like to. Brother H. E. Bailey, better known as "Rumey," joined 337 on the same date. He said the goat was as hard to ride as a bucking broncho.

One year ago we did not have an O. R. C. conductor or a B. R. T. brakeman on the second division of the Western Maryland. Today all the conductors on the second division are members of the O. R. C., except two. The Western Maryland is paying small wages compared to other roads on the second division. Passenger conductors receive from \$65 to \$75 a month and make from 144 to 188 miles a day and no overtime. Conductors on the first division are paid more a month and make less number of miles, and I think we should be paid as

much on the second division for the same number of miles as they on the first Division. The wages are low enough on all three divisions. I hope the Brothers will all come to the front and stick to every Brother of the O. R. C. H. F. SLAGLE.  
Highfield, Md.



#### Editor Railway Conductor:

Previous to the meeting of the Grand Division at Detroit in 1899 I wrote several letters to THE CONDUCTOR on the subject of a "Home for Old and Disabled Conductors." The home at Highland Park is a good thing but it does not fill the bill. We want a home for the old man, the old lady, and the "kids." Why separate the poor old man from his family when his days of railroad service are past? I have read everything between the covers of THE CONDUCTOR for the past three years and still believe my plan for an old conductors' home is the only feasible one and even the Brother from St. Thomas will find it more pleasant to act dining room girl for 50 or 100 well bred chickens than to play the roll of chamber maid in a livery stable as he proposed to do two years ago. John, you had better provide for your old age and work for the old man's home. We can not provide a perfect home this year but we can make a start and appoint a board of managers and purchase 80 acres of good land near a large city and build a house for the superintendent with reading room and all other rooms required including sleeping rooms for ten or twelve Brothers who have no families. Then we will plait a portion of our farm and give each Brother who has a family a house and one acre and set out fruit trees and berry bushes for him and let him try to provide for himself. If he can raise anything to sell or if his chickens or other live stock produce more than he requires he can have the superintendent sell his produce for him. If he needs assistance the superintendent is there to assist him. Nearly all of the old conductors have furniture and are able to do something, but if he is totally disabled the old lady and children may be able to take care of the stock.

We can build a six room house for \$500 or \$600 and can enable the Brother who lives in it to partly support himself and I believe in five years the home can be made to support itself. We will need a good superintendent and I think Brother Osborn would accept the job and make a success of the home. We can buy an 80 acre farm in northern Alabama, Kentucky or Ohio and accommodate all needy Brothers in that locality, and if that home is a success we can establish one in the east and one in the west. We can thus take care of our Brothers and their families without separating them or making them feel that they are objects of charity. If a Brother has Belgian hares and can't get over it he can keep them or if he prefers hogs or a cow he can be provided for as all of those animals will be useful on our farm.

Brother Delegates, you have a duty to perform and you know not how soon you will need the home. There are many plans and you should be able to choose one good one and establish a home for old conductors and their families. The permanent location of the Grand Offices and meeting place of Grand Division and the reduction of membership of Grand Division are also matters that

should be settled as early as possible. Brother Ingram can tell you what is needed in the Insurance Department. The working force of the Order is all right and does not require any change except to strengthen the back bones of members of Legislative Committees. Local Divisions require punching up and I hope at least one of them will get it. Members who are able to attend meetings and do not should be compelled to attend at least half the regular meetings for six months before the Division is allowed to take any action on their grievances. It is rather discouraging for C. C. and S. & T. to go to Division room, and then to members' houses to drum up a quorum to act on a petition, and then do the same thing when the candidate appears. The candidate is pleased very much when five men initiate him(?). He sees that there is an attraction in the Division room that five men can not resist, but what does he think of the other forty or more? Does he think that they are neglecting their duties or that the Order is of no value to them and they are about ready to drop out? The O. R. C. can not be better than the members make it and no member can do his duty unless he attends Division meetings every time he has an opportunity.

I will not be at St. Paul in May but I hope Brother Osborn will find enough delegates in favor of a home to start the good work. If it is once started it is sure to be a success. KAW.

Ottumwa, Ia.



#### Editor Railway Conductor:

There is a great deal of talk about the Grand Division and the conductors who are going from here are looking forward to having a good time there. Division 123 will run a "Georgia Special" and several members from Division 218 will go with them on this train. Brothers, instruct your delegate what to do when he gets there. Let him know just what the majority wish. If you fail to do so and he goes there and does something you think is wrong don't kick for he will probably do the best he knows how. If you see anything that you think is for the good of the Order get up in the Division room and let it be known. There is a splendid article in the March CONDUCTOR on the "Influence of the Church." I heartily approve of the sentiment of it. As I have said before, a good many O. R. C. meetings are held on Sundays, the day that the Lord has set apart for rest and worship. Now in a very few words, I wish that at the Grand Division there would be made a law against O. R. C. Division meetings on Sundays.

Savannah, Ga.

J. B. T.



#### Editor Railway Conductor:

The past winter has been the most severe in recent years in this part of the country, and the railroads have had many hard struggles with snow and wind, especially in the northern part of New York state, and all welcome the return of the warm sunshine and the disappearance of the snow and ice. All roads have a heavy business, and every one seems happy in having something to do. We may except those, however, who are debarred from taking a hand in on account of sickness or other disability.

Brother W. H. Van Kuren has been unable to

work for about two months. Brother C. A. Wood, who had a long spell of sickness, we are pleased to see again on duty. Brother T. B. Hewritt has had a tussle with the gripe, and we are glad he has lost it, but did not think his losing his grip on the meat train would so affect him. Brother W. E. Jones is also off duty on account of sickness. The wife of Brother I. U. Burt, of Watkins, N. Y., is seriously ill.

The time for meeting of the Grand Division will soon be here, and with it much to be done in the interest of the Order. No. 9 will be heard from at the proper time, and we hope what our able delegate has to say will bear out what we all believe to be right and fair. I see by several letters in THE CONDUCTOR that the plan of reducing expenses by reducing the number of representatives to the Grand Division is being seriously considered, and I think in the right direction. I can't see why a plan for one delegate to represent two or more Divisions won't be all right, give better satisfaction and with less expense to all concerned. We are glad to note the growth of the Order, but the Grand Division has grown to such proportions that something must be done to lessen the number of delegates and yet not interfere with the development of the Order.

We are glad to note an increase of pay on the Lehigh Valley. No. 9 has many members on the L. V., and they are all of the right kind, deserving of all the good things that come their way. Brother C. A. Millard dropped in on us some time ago, and it happened that several other old timers in No. 9 were present, and a grand good time was had, and every one will be pleased when Brother Millard shall make us another visit. And, by the way, some of the old timers might come often, if they would only think so, and do much to enliven the few who do attend. I don't like to be all the time giving you invitations with no responses. (This refers as well to all members as to the old timers.) You all know when and where our meetings are held, and your presence will do much to encourage the officers and the faithful few who are doing all they can to build up the Order, and add to its usefulness for all its members. Chief Conductor Gooding is already talking of his annual trip east, and I would suggest that he have an advance agent to make all the arrangements for lunch. I might be induced to act as such agent, and think I could fill the bill.

L. L. BECKWITH.

Elmira, N. Y.

Editor Railway Conductor:

Division 369 is still alive and very much so. We take in a new member at nearly every meeting. Am glad to say we have a healthy membership of 38 now, nearly all O. R. R. men. I do not know what is the matter with the B. & O. boys. We ought to have 16 who live at this end of the road and belong at Grafton, 190, and seldom attend that Division. We only have 3 B. & O. members, not counting Brother M. Clark and myself, who are old, oh! so old, and retired, but still not hankering after the farm. The O. R. R. is coming to the front as a live, hustling railroad, with one feeder 14 miles, another 25 miles and one just opened of 85 miles, running through oil and coal its entire length. We are happy to say that one of our worthy members, Brother W. E.

Hendershot, has been promoted to trainmaster on this branch, (the short line) with headquarters at New Martinville.

I love to read the Ladies' and Fraternal letters. I often see the names there of friends whom we have met and loved, but many of whom we will never meet again this side of heaven. We missed our dish of Hot Tamales this month. I think I recognize in that voice one that stood by my side in the open air plaza at San Antonio years ago and ate his name, which, by the way, I did not relish. But Tamales is interesting; come.

Parkersburg, W. Va.

GEO. H. BAILEY.

Editor Railway Conductor:

In THE CONDUCTOR for March, I note with much pleasure that it contains a very pretty letter from Sister McCranie. She made many pleasant remarks regarding the Auxiliary, in one saying that they make a success in getting what they are after, but scores the boys of 262 for their seeming negligence. Well, I must admit that the boys were not at the installation in a large body, for the reason that business prevented, and, as the boys are the dollar chasers for the Sisters, I trust they will accept the apology. Sister Mac is all right, and I must admit she has whipped the writer right in line and caused him to get at his typewriter and say something for the good of the Order. The members of 262 have been kept very busy, and it is a very difficult matter to get a large attendance at our meetings. But we have a wheel horse that will at all times keep the Division in line, and see to its welfare; that good Brother is our Chief, John A. Glen. The Secretary is not far behind him in the propositions that come before the Division. Now that we are through the double header affair, discussion has ceased, and as we are now working on an economical basis, I trust that ere the year closes that we will have funds enough in our treasury to keep the wolf from getting into our Division room and eating the Brothers up. We are now hand in hand, and working together just as conductors should. I am sorry to say that I am not with the Brothers as much as I would like to be, as my business takes me many miles away from the faithful; that is one reason why the writer does not appear in THE CONDUCTOR each month. I trust that matters will soon shape themselves so I can give our Brothers in other parts of the world our sentiments.

I note Brother W. Welch's letter from Division 55. Brother Welch is an old timer; he knows what he is talking about. I agree with him in saying that the Mutual Benefit Department of our Order is simply and purely a business proposition. You get just what you pay for. Ere a Brother puts his dollar in the slot, he knows what he is doing, and knows what he will get should he get action on his certificate. I know personally that our insurance is the cheapest on earth, and it is consistent with the hazard. If we have to pay the principal sum for other than loss of limb, sight and death, then we will have to look for double headers every month. It distresses me very much to meet a Brother who is incapacitated from following his occupation as a conductor, caused by disease, but still has all his limbs and his sight. Some of the members think he should get the principal sum

that he is carrying. I for one would love to see the Brother get his money. But, on the other hand, we have got our laws governing such cases, and it is impossible to make fish out of one and flesh out of the other. If we are to provide for the Brother in cases like I quote we will have to establish a special fund for such cases. That would cost less than establishing a home, although I would like to see a place of refuge established for the Brother who is no longer able to take care of himself. I trust the Grand Division will ferret out means to do this, and place it before all the Divisions.

I can't say that I agree with Brother Welch in the matter of accident insurance, even though we get the five orders to amalgamate in the proposition, for the very reason that it would in the end cause the ruin of all the orders associated. It would cause so much discussion, envy and ill feeling that the larger part of the men employed on railroads would withdraw on account of the heavy assessments that they would have to meet. It might do well on the start, or even for a year or so, but it would finally wind up like all assessment accident insurance does, go to the wall. I speak from experience. Assessment accident insurance is good for some, and bad for the majority. Now, if the members of the orders that Brother Welch would like to get together do join hands to start this kind of an affair, the various states in the Union would get together and tax us out of existence. It would cause the risks to pay a higher rate for the benefits that would be received than the old liners charge. The rates given conductors are consistent with the hazard. Should the Grand Division take this matter up it would be well to get at the facts of all things pertaining to accident insurance. I am of the opinion that the engineers had this matter up in their convention held in St. Louis, and did not adopt the policy. Should the experience teach the accident companies that the hazard is less on account of the modern appliances now in use, which will take at least a year to tell, I am sure the rate will be lessened. But where the heaviest losses are, which is among engine men, I doubt if the conductor wishes to pay for that hazard. I am sure that we are at this time doing well enough, and would advise all members of the Order not to get too many irons in the fire. The Mutual Benefit Department as it is at present suits the conservative man, and not the plunger.

I trust Brother Welch will not take exceptions to this. I am not getting back at him. I am merely preaching facts that I am acquainted with.

The Mutual Benefit Department of the Order as I understand it, is for the protection of the widow and orphan, and not for self. The accident department, should one be organized, would be for self. The assessments would come so high inside of three years that members holding insurance in both departments would be unable to pay the amounts due. They would let both our certificates lapse, and then the widow and orphan would have to stand the blunt. Therefore, I say, let our insurance stand as it stands today. If let alone it will last as long as this generation will hold out. But if tampered with it will go to the wall as sure as there is a rising sun. The Mutual Benefit of the Order is not for the past, nor is it for today or

tomorrow, it is for the future, and I think I express the sentiments of the thinking man.

Cleburne, Tex.

ROMANCE.

Q

Editor Railway Conductor:

Our Chief Conductor, Brother E. C. McCullow, is still punching tickets on the O. S. L. with Brothers Korney, Haverner and Calhoun. Brothers J. H. McCoy and Cramer are on freight. On the Rio, G. W., Brothers Mabey, W. J. Smith, F. B. Smith, Brenon, Beynon and others are still carrying the bill and kicking because their salary is not equal to that of the President of the United States. Brother Beynon says he made so much money this winter he intends to lay off for a month. Brother B., don't you think you had better wait until salt air opens up, or make a visit to St. Paul and spend some of that good money? Brother Hilton is in the grocery business and doing well. Our delegate was instructed to oppose any change in our benefit laws in regard to the separation of the disability and death features.

I see some of the Brothers advocating districting the country on the basis of membership, for representation in the Grand Division, in order to cut down expenses. No doubt as far as expenses are concerned it would work. But there are other considerations to look at. Is it good for a few to legislate for many? Would it not cause considerable animosity among the members and Divisions? Would not too much influence be brought to bear upon the representative selected, not only by members of the Order, but by railway corporations as well? If this had been the case twelve years ago C. S. Wheaton today would be our Grand Chief and the non-striking clause would still be retained by the Order; and what condition would we be in today? There are a good many more reasons why this should not be made a law, which time and space will not allow me to state at this writing.

Now, about our old members! Would it not be a good idea to make a law at St. Paul to exempt from all local and grand dues those Brothers who have been members in good standing for twenty years or more? We ought to do this at least, while we are looking for something better to take care of our old Brothers who are not able to take care of themselves. I would also suggest a change in the ritual, as our present one is known by too many who have been members and who have been expelled or have withdrawn. Salt Lake today is in all of its glory of spring, and any Brother visiting this section of the country will always receive a cordial welcome and will see the holy lands without going as far as Palestine.

Salt Lake, Utah.

W. E. YANCEY.

Q

Editor Railway Conductor:

The March number's Fraternal department suits me for two reasons: First, there is more correspondence looking out for the individual interests for the welfare of all; second, the independent thoughts shows we will let our wants be known in an independent, manly way. We gain more in this way than to act the Pharisee and shed crocodile tears over the wrongs of labor, or fawning in a general manager's office, which is disgusting to any American. I am not to blame for my



wants. I was bred and raised to go well dressed, and be independent in my actions; hence, all American born men must be treated as men and not as fawning servants. On my arrival here in Washington, D. C., I visited all public institutions, looked up all the statues of our great war heroes of our six wars. It struck me forcibly that there must be some spiritual hand guiding the destiny of this great country; for, looking over the works of Washington and his advisors, down to the present administration of William McKinley, they seem to gibe. It proves, beyond a reasonable doubt, that this government will, before the close of the 20th century, control the American continent, and have a railroad running from Point Barrow to Cape Horn. It also struck me forcibly that all labor organizations should have their headquarters here, making this the shrine to worship at. Free labor has produced all the works of art, built all the great public buildings, built all the statues of our great men, and made this government what it is to-day. I believe these achievements should be crowned by having the headquarters of all labor organizations in this great city. I hope the Grand Division will not touch the insurance laws. I read in the fraternal columns from Division correspondents about the home for broken down conductors. Why could not our conductors ask their several United States senators and congressmen to procure a job for such old conductors. I believe they would gladly do it. All could fill some kind of a government job. By doing this they could give some practical help. I believe all railroad organizations should solicit aid from railroad owners to make a home for the worthy old conductor that is, financially, not able to take care of himself.

JOHN DWYER.

Washington, D. C.



#### Editor Railway Conductor:

I see from the March CONDUCTOR that the agitation goes merrily on. The boys are still hammering at seniority, students, blacklisting, age limit, and a home for the dear old cons, etc. Now, from my standpoint of view there are two things relating to the first four subjects that the said boys seem to entirely ignore, and they are, the railroad's side of these questions, and that they are getting just what they voted for. I imagine I can hear every mother's son of you deny the last assertion. But, all the same, you voted for just what you are getting. You are all a part of this great government; and by your votes you have made it possible for a railroad company to adopt the age limit and the blacklist, and thereby at their own sweet will debar you from earning a living for yourselves and families. By your votes you have made it possible for those corporations to accept or reject seniority, and employ as many students as they please; and, under the circumstances, you would do the same thing were you in their place. And then for you to be forever kicking about it seems rather odd to me; for, remember that you are the sovereign voting king of this country, and by your votes you have built up this present system of government, and if it is not running things to suit you, why don't you change it? If by voting you have built up a government by representation that is skinning you alive, what are you squealing about?

Is it because you are not getting a chance to do some of the skinning? Now my advice to you is that if you have got the worst of this voting business (and it is evident that you have) don't squeal, grin and bear it until such time as you have evolved to a point where you can see that government by representation is a flat failure.

Brother Osborn, I admire your tenacity in your efforts to procure a home for us poor old, age-debarred conductors. Your efforts in that direction are worthy of a better cause. Now don't get miffed at those two words—"better cause," for I mean to compliment you, and I mean just what I say. Your efforts are worthy of a better cause. I do not mean by that that your cause is not good, for it is; and I have all the respect in the world for you and your opinions. You are all right. That is, you have got the staying qualities, and I admire you for it, though I differ widely from you. Now Brother Osborn, I don't believe in providing a farm or a home, or a factory for our dear old, age-debarred, superannuated conductors, and I don't see your idea in wanting to do so, when it is possible for you to do so very much better for him. How would this strike you? After the poor old fellow is too old to give a "high ball," retire him for life on two-third's pay. It is the simplest thing possible to do, and by our votes we are doing that very thing for a lot of drones, who "toil not, neither do they spin," who are a dead weight upon the backs of the people, and if we just thought so, we could do the same thing for our old conductors. I will ask you, is General Shafter or General Eagan, of embalmed beef fame, made of any better clay than you or I, or any other conductor? And if they are not, why do we retire them on two-third's pay and let the poor old "con" root hog or die? Which could the country better get along without? Oh! they fought and saved the country. Oh! yes! But we paid them for it, and paid them well; and when they signed the pay roll our obligation ought to cease as in the case of the old "con." Brother, you and I and the likes of us, by our votes, have made it possible for the Shafter, Eagan, Mileses, Deweys, and so on, without end, to take life easy in their old age. Direct legislation will do the same for our old "cons."

Louisville, Ky.

VERITAS.



#### Editor Railway Conductor:

Business on the I. C., Springfield division, is worse than dull, and one coming in contact with the faithful upon the streets of this, the capital of the great state of Illinois, would at once (unless otherwise instructed) arrive at the conclusion that Coxey had just landed with his army. A doleful looking set is this crowd of conductors walking around without work enough to keep them busy. Some are thinking seriously of making a change, provided of course, they can find a position on some other road. Our Brothers on other lines running out of and through the city are all crying for rest. Rather strange, but nevertheless true.

Since writing you last we have gained one member by initiation, Mr. Thos. Leary, from the C. P. & S. L. We have work in sight for the next three meetings at least, which I think is a very good showing, and the Division is in good shape, thanks to that untiring Secretary, Brother Commodore

Sheehan. Brother T. J. Murphy, "ever smiling Tom," is again wearing the blue and brass, he having taken the local passenger run between here and St. Louis, relieving Brother Church, who in turn relieved Brother Pat Haley on the day light special, Chicago to St. Louis. Brother Haley leaves the service for thirty days and contemplates a trip to Hot Springs, Ark., in search of health. Sincerely trust, Pat, that you may return wholly recovered. Brother Cowan is on the preferred run made vacant by Brother Murphy. Brother Avery, from Division 103, has lately had to undergo the painful operation of having a cataract removed from his right eye. He is getting along nicely and hopes to resume his work on local within a short time. A real nice pair are Brothers Thompson and Avery, and Division 103 should well feel proud of them. With one exception our entire district is now lined up, or will be ere this is read.

Auxiliary 108 to O. R. C., are to celebrate their anniversary on the 6th of April. Allow me, ladies, to wish you many happy returns of the day. May your organization live and prosper throughout the century, and may each one of you live to witness each successive anniversary is the wish of the writer.

Chicago, you are all right; your letter in the March CONDUCTOR expresses my sentiments to a "T." It is just what I have been preaching for years. Get your committee started on state legislation. I am doubly sure that 206 will assist you, once it is started. Have every Division in the state represented. Bring them to our city, and in some way shape the work so that it can be handled in a business like manner and placed before our august body of law makers. It is little use for us as individual members, to stand on the street corners watching doubleheaders go by with their long drags manned by one conductor and two brakemen and remark that that kind of business should be stopped. Not long since a conductor in charge of a doubleheader running through this place was on his engine. They stopped at the station for orders and engineer whistled out a flag. While in the office a following train hit his caboose. He was dismissed, account, not being on hind end to see that flagman went back. Is this not consistency? If we do not make an effort it is quite sure that we cannot expect to gain anything. In some of the states in which I have worked there are standing legislative committees. Should every Division within this great state contribute according to their numerical strength an amount to defray expense of such committee, there is but little question as to the amount of good to our noble Order, as well as others, that might be accomplished. Again, Chicago, I say start the work in Division I. Let the good work go down the line until the whole O. R. C. universe is made acquainted with the work that is contemplated. Further, I would suggest, should the party in power refuse us the aid we seek then Brothers bide your time until the next election. Then lend our power and 90,000 votes to the party that will assist us in the protection that we ask. It really does one good to read the letters that are furnished THE CONDUCTOR. All credit is due the management of same. The matter is neatly, as well as compactly set up so that it is presented in the best possible manner.

I wish that it came oftener. I am not in favor of cutting "space," neither am I in favor of cutting the Grand Officers' salaries. Are we not out for better money? Then why this talk of reduction? We cannot use the threadbare claim of dull business, that we must retrench, etc., but will restore the cut just as soon as business will justify. Shame on the ones who are crying "they get too much money." I often wonder if these same watch dogs of the treasury ever stop to think of the amount of work, necessary and unnecessary, that is thrust upon the shoulders of the Grand Officers. Wonder how many of the kickers could accomplish one-half of the business that is now transacted by our Grand Officers, even though they were paid twice as much money.

Veritas your logic is o. k. Too bad that we have not more of your kind on the correspondents' list, to add the "complete" to the order of direct legislation. It is the only thing to which we can resort that will in the end prove beneficial to our wants. Brothers, first of all attend your Division regularly, and under good of the Order give expression to what you think will be of material use to the Brothers of the O. R. C. In our last meeting we were favored with quite a concourse of the faithful, among whom were several visitors. Brothers Derlin, Roberts and Martin made their appearance for the first time this year. Come again, boys; there will be no more wrangling. It has been cut out and the hatchet buried.

Brother Sheehan almost had a German fit when he discovered that he had been referred to as Old Bill. He says that he is the youngest member of 206 and can prove it. All right, Commodore, if you will accept my apology will promise not to commit the breach again. By the way, Brother Sheehan is to represent us at the Grand Division. Inasmuch as he was raised a pet would ask that the Brothers treat him gently. Brother M. J. Kennedy is now a member of 206, having transferred last meeting. Brother Lawson is still on the fast ones, Clinton to East St. Louis. Mr. W. F. Wilson was advanced from rank of brakeman last Sunday, and after an awful fight with Master William Goat, was cast upon the cold waves as a full-fledged conductor. Will state, however, that Brother Wilson has returned to Littlefield, and will resume his duties on the J. & St. L. within a few days. Only one more on this district of the I. C. that is eligible, and there is little doubt, but what our goat will be called upon again to perform, to the delight of those that have already been there. Brother Riley is an expert handler and trainer of the goat, and does first-class work. Brother Charles Gross has resigned his position on the C. & A., and will, I understand, go to work for the C., P. & St. L. out of this city. Good luck to you, Charles. Brother Tom Campbell is still on the C. & A., between here and Peoria, running opposite to Brother Sutton. Both good passenger men. News has just reached me that our trainmaster, Mr. E. H. Coapman, has resigned to accept the position of superintendent of terminals for the Santa Fe at Chicago. Have also heard (not authoritatively) that Mr. J. B. Hudson, the genial I. C. agent of this city, is to be made trainmaster vice Mr. E. H. Coapman, resigned. Springfield, Ill.

"JELF."

## Editor Railway Conductor:

We have had a great deal of discussion on the question of a home in Division 55 for several meetings, and have some very enthusiastic advocates of the home, notably so, Brother Thos. A. O'Connor.

I desire to give you an outline of his plans as laid down by him in his talk before the Division. He is in favor of the purchase of a section of land, 640 acres, putting a good, practical farmer on it at a good salary, stock it with 100 cows, three or four bulls and sufficient hogs to meet the requirements. The land to be bought in the Cereal Belt, where corn, trees and grasses grow in abundance, with a running stream of good, clear water. The land can be bought at \$10.00 or \$20.00 per acre, or from \$6,400.00 or \$12,800.00. To start with, build a home sufficiently large to care for, say fifty occupants. This can be built for about \$10,000.00. It will take about \$5,000.00 for fences, pumps, windmills, piping, troughs, etc.

Brother O'Connor claims that this can be done and not only be made a self-supporting institution, but in a very short time will bring a revenue to the organization after having paid the first costs. He backs up the argument by introducing two of our best and most practical farmers in this section, who assured us in a talk before our members last Monday at a recess of our regular meeting, that such can be done, and that we will be surprised at what is possible in this direction, and that the possibilities are growing brighter every year for such an investment. The cattle, hogs and horses necessary to properly stock a farm of this kind would cost about \$5,000.00. Both of them advise planting a few acres of orchard and a few acres of berries—strawberries, blackberries, raspberries, gooseberries and currants. We all know that fruit is a good investment. This, as I have outlined it, will cost in the neighborhood of about \$37,000.00 to start such a home as would be necessary with a farm.

They say that the cows will produce at least eighty calves, and that at six months old they will be worth \$20.00 a piece in any market. We can keep poultry enough to supply all of our demands for the table, and the cows will furnish us all of the butter, milk and cream that will be necessary, besides taking care of the calves.

Now, we cannot depend upon any work being done by our old superannuated Brothers, but by having the orchard and berry patches, it will give them the opportunity to do what little work they may see fit in that direction, and to some it will be a source of real pleasure. I am not an enthusiast on the home question by any means, yet, if the rank and file desire such an institution, I am in favor of one that we may all be proud of and that will be a credit to our Order, at the same time a source of revenue instead of a burden to our membership. If we can safely take the amount necessary for the establishment of such a home from our general fund without crippling the Order, and save assessing our members to bring about the desired results, I think it might be a good thing. In this we must not lose sight of the necessity of placing around such an institution the most stringent safe-guards to prevent the possibility of fraud on the part of any one. This,

I am confident can and will be done by our Grand Officers and the Grand Division. Judging from reading the columns of THE CONDUCTOR, I am satisfied that the Home is bound to be an issue at our coming Grand Division in St. Paul. This is why I have outlined the plans and given you an approximate idea of the cost to start with, and I hope the Brothers will read this with a good deal of care.

You will note that I have not mentioned any locality, and as the products that I have spoken of can be raised anywhere from the Gulf of Mexico to Canada, it leaves plenty of scope of country to pick from. Now, don't forget that neither Brother O'Connor or myself are looking for anything but the very best interests of the Order. We are willing to put our shoulders to the wheel to push any plan along that is reasonable and which will not be a burden to our members, as many of them have all they can stand now.

Kansas City, Mo.

W. WELCH.



## Editor Railway Conductor:

For the benefit of those who have to contend with the Jim Crow law I will state that one of our conductors ran up against a problem that may cause trouble as a result of his action, and serve as a warning to others who may sometime have to contend with a similar affair. He had a passenger whose color was in doubt, and obeying the rule to "take the safe side and run no risk," he did not ask her to take a seat in the next car until the passengers objected to her presence, saying she was offensive. She was escorted to the car provided for her color, when lo! she claimed to be a Caucasian. We will call our troubled Brother Jones, and he asks that all take warning and profit by his experience, while he hoots the idea of his being colorblind.

Two demolished freight engines were towed into Florence a few days past as a result of an oversight of the engineer of an extra freight. The conductor, Brother Easton, did all in his power to hold him down, but was not successful. The two trains met and the engineer of the extra sent in his resignation over a hot wire. Brother Easton will be at St. Paul to represent Division 208.

As a basis on which to build an idea of the coming cotton crop in our section, we believe the fertilizer movement surpasses anything our system has ever known, and our freight crews have been worked night and day since the shipping season opened. Ten cent cotton has done the work; so next season look for a large crop, cheap cotton and demoralized farmers. Mortgages will be numerous, and the producer will resume his former condition of dependence upon the merchant for his supplies. The diversified crop (which has been such a blessing) will give place to the single crop of five cent cotton, and the poverty stricken farmers will sit around the railroad station and expatiate on the hard lot of the man who tills the soil.

Our truckers are now busy preparing for the approaching strawberry crop, which is about twenty-five per cent short in acreage, but the plant is strong and looks vigorous, and the yield will equal last year's output, provided the cold does not damage the early berry. The movement of Florida and Georgia truck has been quite brisk for the

season, our No. 78 having from two to five extra express cars daily, and the train is frequently broken at Florence and run in two sections from there. The heavy train and the local work delays the movement daily from one to three hours, and as a consequence our trains are all late leaving Florence, and there can be no relief until the truck from the two Carolinas is placed on the market, thereby barring the far south shipments.

Brother H. A. Wells has been at home for about two weeks with gripe, and Brother Webb has been on the Charleston and Marion run much to the delight of the ladies, who are never happier than when under the chaperonage of the Chesterfield of the A. C. L., whose welcome smile is a perpetual sunshine to every mother with her bundles and her babes. To the average man there is no thought as to how his wife is to get off the train, when it required the united efforts of three or four to get her in there with her numerous encumbrances, and nobody knows but the conductor.

Capt. Jas. Knight, the venerable master of transportation of the A. C. L., joined the great unknown March 4, age 86, after a life of railroad service. He knew nothing else. He hauled the first rail for the Wilmington & Weldon, at that time the Wilmington & Raleigh R. R.; He ran the first engine. When the engines had no cabs, he was engineer, conductor, baggage master and postal clerk. There was no schedule, and the meeting point was the halfway post between stations, the first one there had the right and the other backed to the next station or siding.

Our last meeting was well attended and we all enjoyed it. We have seven candidates awaiting initiation, and we had a rehearsal so we would be familiar with the work at next meeting. Brother Jno. W. Cotton does the grand act and is never happier than when he has the candidate in the air "as it were." More anon. LAFAYETTE.

Wilmington, N. C.



#### Editor Railway Conductor:

THE RAILWAY CONDUCTOR to hand and contents perused with pleasure. Several articles so pleased me that I had to read them over and over, as they voiced the sentiment of progress which every good conductor should be a champion of. The story on the first few pages pleased me very much, to think the hero, a conductor, was sagacious enough to beat an autocrat at his own game. The teachings of Jose Gros who criticizes the action of man today versus the natural laws of God, I thought worthy of great consideration. Editorial on "The Merit System of Promotion" contains words of wisdom worthy of emulation by every member of our noble organization, as "By their works we should know them." Their actions should be of such a character that the fact that they are members of the O. R. C. will be a passport anywhere. "The Spirit of Authority" was what I call a splendid article. The Ladies I will pass with a simple God bless them. In the Fraternal the first letter was a noble and a true one. These figures and this review of the history of the O. R. C. simply speak for themselves; and why any of the rank and file should wish any changes after the services that have been rendered for the last eleven years to us, I cannot

comprehend. The warning of the member of Division 180 is very timely, and I sincerely hope it will be heeded.

Brother D. L. Anderson has my views of assisting the old and disabled Brothers, and I sincerely hope some remedy will be formulated to assist them at the coming Grand Division. As far as I can learn there are not such a great many that would come under such a law, and it could be so framed that there would not be a very great hardship, providing proper restrictions surrounded it. Then those afflicted would be getting some remuneration for moneys paid when in good health to the Mutual Benefit Department, and while in life it would prove a blessing. This would be practicing the principle of charity on a business plan. MAC N. Z.

St. Thomas, Ont.



#### Editor Railway Conductor:

Itinerary of Division No. 1 relative to their trip to the Northwest and Pacific Coast after their trip to the Grand Division.

Great Northern Railway—Courtesy Mr. Jas. N. Hill, Third Vice-President—First Day: Leave St. Paul, Minn., 8:30 p. m. Second Day: Arrive Neche, N. D., 10:50 a. m., 419 miles.

Canadian Pacific Railway—Courtesy Mr. David McNicoll, Second Vice President and General Manager—Second Day: Leave Gretna 11:05, arrive Winnipeg 13:35—70 miles. Third Day: Leave Winnipeg 16:30. Fourth Day: Arrive at Moose Jaw 8:30—398 miles; leave Moose Jaw 8:50. Fifth Day—Arrive Banff Hot Springs 5:30—524 miles. Sixth Day: Arrive Vancouver 12:40—560 miles. Seventh Day: Leave Vancouver 8:50, arrive Sumas City 11:20—32 miles—1,584 miles.

Seattle and International Railway—Courtesy of Mr. C. S. Mellen, President—Seventh Day: Leave Sumas City 11:45 a. m., arrive Seattle 5:10 p. m.—125 miles.

Northern Pacific Railway—Courtesy of Mr. C. S. Mellen, President—Seventh Day: Leave Seattle 7:35 p. m., arrive Tacoma 9:05 p. m.—41 miles. Eighth Day: Leave Tacoma 12:45 a. m., arrive Portland 7:00 a. m.—150 miles—191 miles.

Eighth and ninth days at Portland.

Oregon Railway and Navigation Company—Courtesy of Mr. A. L. Mohler, President—Tenth Day: Leave Portland 9:00 a. m. Eleventh Day: Arrive Huntington 12:35 a. m.—404 miles.

Oregon Short Line Railroad—Courtesy of Mr. W. H. Bancroft, Vice-President and General Manager—Eleventh Day: Leave Huntington 12:35 a. m., arrive Salt Lake City 8:15 p. m.—498 miles.

Twelfth day at Salt Lake City.

Rio Grande Western Railway—Courtesy of Mr. D. C. Dodge, Vice-President and General Manager—Thirteenth Day: Leave Salt Lake City 8:30 a. m., arrive Grand Junction 6:25 p. m.—328 miles.

Denver & Rio Grande Railway—Courtesy of Mr. Edward T. Jeffery, President—Fourteenth Day: Leave Grand Junction 6:25 a. m., arrive Colorado Springs 6:51 p. m.—381 miles. Fifteenth day at Manitou and Pike's Peak. Sixteenth Day: Leave Colorado Springs 4:20 a. m., arrive Denver 7:00 a. m.—75 miles—456 miles.

Colorado & Southern Railway—Courtesy of Mr. Frank Trumbull, President and General Manager

nth Day: Leave Denver 8:05 a. m., arrive  
Plume 11:50 a. m.—54 miles; leave Silver  
120 p. m., arrive Denver 8:00 p. m.—54 miles  
es.

ro, Rock Island & Pacific Railway—Courte-  
r. H. A. Parker, Vice-President and Gen-  
nager—Sixteenth Day: Leave Denver 9:30  
eventeenth Day: Arrive Belleville 10:45 a.  
ve Council Bluffs 5:30 p. m. Eighteenth  
ive Chicago 8:00 a. m.—1063 miles. Grand  
6 miles.

A. W. CONNERS,

N. H. WOOD,

A. F. FLEMING,

WM. KILPATRICK.

Committee of Arrangements.



#### Railway Conductor:

election in December there were eighty-  
candidates for the office of correspondent.  
h wire-pulling and ballot box stuffing I  
led in winning the prize. So, my kind  
you will have to bear with me one year  
I notice in reading THE CONDUCTOR com-  
from many Divisions about the Brothers  
ending only at election time; then they  
and vote for some candidate regardless of  
ity to fill the office, but because he is a  
flow he is elected. Now, it seems to me  
ch of that is done, for to elect a man who  
othing for the Order, its principles and  
s, but takes the office simply for the honor  
s in it is what causes empty benches in a  
y of cases. We have but little complaint  
line, for we have a membership of 248, with  
age attendance of sixty. I must not over-  
e fact, however, that the dear Sisters have  
great assistance to us, as they have a little  
every meeting, and with those dear ones  
side and plenty in front of us to tickle  
e palate of an epicure, only angels could  
attending our meetings. Division 3, of St.  
as recognized ability by electing as Chief  
ctor of that Division Brother C. D. Kellogg.  
oved by one and all, for his sterling quali-  
d loyalty to the Order. And when one is far  
ome and loved ones and meets Brother  
g the world seems brighter, for he is a true  
r.

Delegate, Brother Geo. A. Merrill, started  
Paul March 31. He carries a red fire pail,  
e escapes, one pruning knife to cut twarts  
kles, one gallon Lydia Pinkham for snake-  
and a tin can opener. If found estray,  
him up, brand him for Beantown, notify  
r Goss, St. Paul, and he will do the rest.  
r Patterson met the girl with the cold  
at midnight; result serious; scalp wound;  
n; nose broken; one black eye. Brother P.  
Wish I could see the other fellow." I am  
report the Brother rapidly recovering and  
e will soon be on deck again. Brother S. D.  
r called on us. It seemed like old times.  
again, old friend, Brother Noar Sargent is  
g money. He works nights and days and  
me so little even his dog did not know him.  
Assistant Chief Conductor, Brother Murphy,  
ented Division 157 at a banquet given by  
on 122, and Brother Fitzgerald claims he up-  
e honors and fully represented us by clear-

ing the table of everything in sight. Brother  
Holman has resigned, and at this writing is unde-  
cided as to choice of positions, President of the  
N. Y. C. R. R. or farming. Brother Gil Mastern  
was seen rubber-necking at Josh Whitcomb's play  
—and there were others.

Automobile, you are all o. k., and Division 122  
was fortunate in securing such talent. Brother  
Coyne was all o. k. until he got in love. Poor fel-  
low, I met him with tears in his eyes, and to my  
inquiries he said she had just had her little tooth  
pulled. Brother Cass has resigned and moved to  
Omaha. We miss you, Brother, and shall ever  
cherish the friendship formed in the Division.  
Brother Parrant has been taking a vacation pre-  
paratory to a long and hard summer's work.  
Brother Drake looks fat and sassy as ever.  
Brother Kidder paid us a visit at our last meeting,  
and wore snow-shoes. He was offended when  
ordered to remove them, and to get even, took off  
his boots. He won the day. I see by the paper  
Brother Parks was vindicated in the action against  
him by the N. Y. N. H. & H. R. R., and I hope the  
Brother can recover damages enough to drive  
every spotter there is out of the detestible busi-  
ness.

We observed our sixteenth anniversary with a  
banquet at the United States Hotel, January 27.  
One hundred and fifty conductors and their wives  
filled the large banquet hall, and from 2 until 6 p.  
m. they filled themselves. Brown's Female Or-  
chestra, of nine pieces, furnished the music, after  
which an entertaining program of vocal and in-  
strumental music was given. Chief Conductor  
Brother Lincoln presided, with Brother Parrant  
as toast master. With us, as invited guest, was  
H. C. Robinson, assistant superintendent Southern  
division B. & M. R. Letters were received re-  
gretting their inability to attend from E. Peter  
Clark, general superintendent of the N. Y. N. H.  
& H. R. and J. H. French, of the same road. The  
committee in charge of this successful banquet  
consisted of Brothers G. S. Messer, G. A. Silsbee,  
and J. H. Parrant. I am unable, however, to give  
it justice, as I was at home with a black eye,  
caused by a sled leaving before I was ready to get  
on—at least that is the way I think I got it. I told  
so many lies about it I am not sure now how I did  
get it. Ladies, I know I am slighting you by not  
mentioning a thing about your dresses, but if you  
will forgive me this time I will risk one eye next  
time, if no more. There is some talk of a new  
Division being started, composed of Boston and  
Maine Brothers. I trust such is not the case, how-  
ever, and that those members whom we have met  
in the Division room the past eighteen years.  
Brothers whom I have learned to love, men you  
could trust, loyal to the Order, Brothers in every  
sense, and I hope the memories of the past will  
awaken in them a feeling of love in this their  
parent Division to such an extent that we shall be  
united and separated only when we are summoned  
by the Great Chief Conductor above.

Boston, Mass.

G. E. SMITH.



#### Editor Railway Conductor:

Of what benefit to the conductor of today is the  
O. R. C.? Long years ago the writer was told by a  
member that there was "nothing in it"; that all the

good it did a man was to help him get a ride. This was in part correct, as the conversation took place prior to the Rochester convention, at which time, as many of our readers already know, the obnoxious anti-strike clause was eliminated, and following which many discussions took place as to their real standing even then, as to going out on a strike in event it became apparent that such action would benefit those concerned. The member mentioned above was talking to one not a member, and doing this on a public corner on the streets of Seymour, Ind. We had wanted to become one of them before, but now we did not. Time rolled on, and we met others who gave us a different talk, and we shied our hat into the ring with many others, for good or bad, and we are proud to say that we have never regretted in the most minute way that we took the step.

The above mentioned man was then a freight conductor on the O. & M. Later on, when days of adversity came, when the clouds were dark over our small horizon, or, to be less poetical, when we were in the soup, we met an ex-passenger conductor off the I. & St. L., who was braking on that rawhiding of all rawhide roads, the I., B. & W., who urged the importance of being a member of the Order. The first-named had a good position, and was sore at the Order. It wasn't what it ought to be. He was doing his best to hurt it with his loud lamentations on the street corner. The second was chewing the quid of bitter discontent, having lost a good position, and then accepted a job of braking. The first was one who never attended his Division meetings. The second one, by his very bearing when in reduced circumstances, still clinging to his Order, with nothing but good words for it, showed his grit, and at the same time his good sense, in not blaming the Order because he was where he was. This man attended his meetings regularly, and understood its workings, and placed a true value upon its teachings. He differed materially from the two whom we met a few days since, who, when accosted, said: "Yes, O, yes; I am up in the work." Their answer failed to prove it, yet they thought they were away up in G. These Brothers don't attend very regularly, or else they sleep during the session. If they belonged to 301 they would know their lesson each meeting before business opens. If they don't we just throw them out of the third story window, and never look to see how they light.

Another gets sore at a fancied insult; drops out, and takes the chances of leaving his family unprotected, until he can "see into the thing," and then re-instates himself. Another says that the Order is all a piece of humbuggery—that the officers are all a set of well paid men, some of whom we never see. And thus it goes, showing that a real knowledge of the good in the Order is not gained, simply because they don't attend their meetings. In two cases that are familiar to us the kickers are receiving an income of 20 per cent on their wages, which they owe directly to the fact that the Order of Railway Conductors got it for them, backed by the B. R. T., B. L. E. and B. L. F.

Old 301 desires to return thanks to "Big Jack" for his kind and appreciative letter in answer to a few choice outbursts from our Division, sent him along about the time the snow was drifting through our

thin whiskers. The committee of 13 lost a round trip, and lay awake two nights studying up something about right to say to him. They wore out one dictionary; finally fell back on Hill's Manual, and then, at last, had to get Plunger J—— to help us out. His recognition of "the effort" came to us at our last meeting, couched in words of gold, indicative of the writer's big heart, and, while not lengthy, told the old, old story that we always love to hear, that of the faith placed in us by a superior officer, and that our daily work had pleased him. May the Angel of Fate ever direct his footsteps onward and upward until he may arrive at the very highest pinnacle in railroad fame is our wish.

Seymour, Ind.

C. W. M.



Editor Railway Conductor:

In my last letter I made mention of the good times we are having at quilting parties held at different homes of the Sisters, but the tenth anniversary of Auxiliary 8, L. A. to O. R. C., held in O. R. C. hall night of March 18, surpassed anything I ever had the pleasure of attending. It was a success in every way. It began by all singing "Blest be the Tie That Binds," followed by short address by the President, Mrs. J. Bell, welcoming all present, following with a few remarks from Conductors Wm. Shafer and S. A. Geasey. Next a selection by the orchestra, followed by a recitation by Miss Myre Whiteman; next a solo by Miss Clara Geasey, accompanied by Mrs. Riddle and followed by a drama entitled "The Hungry Tramp," by Sir George Balletts and Helen Randall; then a solo by Miss Edith Kline, accompanied by Miss Carrie Kline; next a dialogue entitled "In Want of a Servant," by Mrs. George Balletts and Mr. S. A. Geasey, as Mr. and Mrs. Marshall, assisted by Mrs. Long, Mrs. Randall, Mrs. Conrod and Mrs. Snyder, followed by a tableau entitled "Just a Lock of Hair From Mother," by J. O. Wolverton and Mrs. Baker. The entertainment closed with "Country Singing School Teacher," by Mrs. Riddle. This created lots of amusement to all present. We were then led to a well filled table, and such a good time as we all had words cannot express; leaving the hall at 1:30 a. m., well filled, hoping to see the 11th anniversary of Auxiliary 8. God speed to L. A. to O. R. C.

Now, while Division 187 has been very quiet for some time, we still exist and hold meetings twice a month. We have added several members to our list since Jan. 1, and have now two on the string for next Sunday. We were pleased to see Brothers Sarvis and Inhuff at the anniversary in full bloom. Cheer up Brothers, the O. R. C. is your friend. We were also pleased to see Brother Downs in the Division room again Sunday, March 10, after a long spell of sickness. Brothers who do not attend meetings, get your eyes open. Come around to see us. Do not miss a good thing.

Sunbury, Pa.

S. A. GEASEY.



Editor Railway Conductor:

The twenty-eighth session of the Grand Division is rapidly approaching. Grave questions affecting the future welfare of the Order will be submitted to that body for their wise and careful consideration—measures of supreme importance that will



demand the most careful and prudent thought to prevent a misconception of the magnitude and responsibility attached to them, and the disposing of them in no feeling of uncertainty that will best subserve the interests of the Order, and which will put to test the ability of the delegates and place them on record as being responsible for the happiness and prosperity of the Order for the next two years, making this the most momentous session in the history of the Order.

I am somewhat surprised at the non-brotherly feeling displayed by some of the Brothers to dispense equal justice to all who are totally disabled, and give the most unfortunate the same privileges that his less unfortunate Brother enjoys, in changing of the total disability clause in the Mutual Benefit Department so as to include paralysis, locomotor ataxia and impaired eyesight, which totally disqualifies a Brother from performing any kind of manual labor. As the clause reads now, it is manifestly unfair to those Brothers who are afflicted with these incurable maladies, and a blot upon the fair name of our Order in dealing out justice to its members. We have a great many Brothers who have suffered the loss of a hand or a foot, who are riding bicycles and through the ingenuity of man are disguising their dismemberment so cleverly that the difference in the limbs is not noticeable. What a contrast to the poor Brothers who have not been off their backs for years—suffering from one of these incurable maladies! No doubt Brother Clark will make recommendation asking for the enlargement of this unjust clause.

"Colors" does not take kindly to the suggested change of colors for the Division card. I would infer that he is either engaged or wanting to protect those Brothers who are engaged in some business outside of railroad service. I have in my very limited experience, had Brothers engaged in outside occupations ask me for transportation courtesies, hence the need of change, for you can never tell where a Brother stands who hides behind a *nom de plume*.

On the sixth of last November the dear people in no unmistakable language declared in favor of trusts. There is no investment that will give you as large returns for your money as a trust will, and I am in favor of making the O. R. C. one of the largest trusts in the country. What a different reception our Chief Executive would receive at the hands of railroad magnates if he represented a large trust with a bank roll of twenty-five million dollars behind it—a possibility for the Order in twenty years. But no doubt you want to know how I am going to bring about this result. It is by concentrating all our surplus monies in one fund and abolishing the reserve fund. By the way, Brother Ingram says something about what he is going to do when the reserve fund reaches \$500,000. I wish he would please explain how he expects to reach the half million mark in ten years at the present yearly rate. There are a good many propositions open to us in a business way, and the adoption of most any of them would place us on a self-sustaining basis inside of ten years, in addition to making us rich in gilt edge collateral security, worth five millions at the very lowest in that time.

Land is the basis for all legitimate wealth, and

in looking for a gilt edge investment we would naturally look to that source. When I first advocated the investment of our surplus money to defray the expense of maintaining our Order, I recommended the investment in some safe business where there would be no possible risk of loss to the original investment. That plan I herewith submit, and it will meet the requirement. We can take up, under what is known as the Carey act, fifty thousand acres of land in Idaho; the land is very fertile and well adapted to fruit culture. Forty thousand acres will feed and take care of two hundred thousand head of cattle. The land reclaimed and under cultivation will increase in value 100 per cent a year for the first four years, and will make the land worth one and a half million dollars at the expiration of ten years; in three years we could sell fifty thousand dollars' worth of cattle, and at the expiration of ten years we would be declaring a million and a half dividend, Brother Ingram, how does that read? It looks good to me. Ten thousand acres will furnish homes for two thousand old conductors and their families; sell them five acres, build them homes, and supply them until they are self-supporting; charge them a low rate of interest for all money advanced. This is my ideal home for the old conductor; that is all we want—an opportunity to own our own homes and eat the sweet bread of our own toil. It will give us an opportunity to preserve our identity to man and not become a dependent either on the community or our noble organization. The sentiment expressed in the journal by some of our would-be philanthropists leads us to believe that we are objects of charity, soliciting a free home at the expense of the organization. Brothers, it is very inconvenient to be poor, but we have not lost all of our self-esteem; the fire of ambition burns as bright in our hearts as it did forty years ago. Do not add insult to injury and put a premium on worthlessness in this retrograde movement of a free soup house for the old conductor and his family. Here is where I would build the shoe factory and any other needed factory that necessity would determine. It is a little hard on the natural born conductor, who cannot perform any manual labor outside of running a train and maintain a style of living equal to the man with his fifty thousand invested in some lucrative business, and is harder to approach than the general manager. Brothers, think it over. All movements of this magnitude necessarily go slow, and especially where the Grand Officers take no interest in the movement. No doubt the stirring event of the session will be the election of officers. At Detroit there were many more candidates than offices, and if I read the signs aright there will be still more at St. Paul. To subserve the best interests of the Order, every office should be contested for by our very ablest members, thereby preventing the filling of any office by acclamation. The Grand Officers, outside of those connected with the editing of the journal and Brother Ingram, never go on record in the journal on these great questions. It is due the Order that they should write a letter once every quarter. The Trustees are absolutely dumb outside of their quarterly report. Why this silence?

Bulletin No. 2001—Posted up in the Employment Bureau Office, April 1st: "Business slacking off a little. As soon as weather will permit, half a dozen work trains to go on. Extra list very full. Secretary consulting with the doctor in regard to a new stomach dope."

Pardon this brief memorandum. I will give you the balance in St. Paul. TIM FARRELL.  
Pocatello, Idaho.

#### Editor Railway Conductor:

At our last meeting we had a large attendance, and were just getting done when the good wife of Brother J. Moreau sent in her card and requested permission to come in. Our Chief Conductor turned over the chair to the A. C. C., Brother McLeod, as he was obliged to go out on his run, but he did make out to go into the ante-room and escort the ladies to the Division room and left. Theable manner in which our A. C. C. did things and received the forty or more wives and sweethearts of the members was a credit to him and the members. I tell you he is a dandy on every occasion. The Division puts him on committees and he serves them well. The wife of our chief has been away to Portsmouth, N. H., at the bedside of her father, who passed away March 18.

The ladies presented Division 122 with a handsome Bible, that was a great addition to the Division and a very handsome one, and has the names inside of those who contributed to the same. Brother C. A. Paterson of Division 157 was assaulted last Wednesday night on his way home at the transfer station at the foot of Broadway, South Boston. Roughs attacked him and knocked him down and beat him unmercifully; broke his nose and split his lips and cut his eyes. An officer came up and pulled one man and the others ran away. The officer took one man to the box and then let him go, and Brother Paterson went to the station to make a report and they would not listen to his case. But the way it looks now they will listen when they go before the police commissioners to tell their story. Brother Paterson, you have the sympathy of the Brothers, and hope to see you out soon and back on your train.

There are quite a number of the Brothers going to St. Paul to attend the convention. It is the talk in all the conductors' rooms and yards: "Are you going?" Brother Messer is shaking the dust off the window sill at his summer home, and will soon get in training for the dude train between Boston and West Hale, which will soon be running. It is a private train for subscribers only. Brother E. Cowell is running between Willimantic and Boston. Brother A. L. Dodge has a clam farm under way, and expects to raise a good crop for the gang who visit him once a year. When they want a good thing they know he can give it to them. There is some talk of starting another Division in Boston to be called the B. M. R. R.

The many Brothers of Boston Division 122 will be glad that Brother A. McLeod is again out and working again. It is with deep regret that I learn that Brother E. Bowser was just run over on the B. A. R. R., and received injuries from which he did not recover. He was a member of Bartlett Division 214 of Moncton, New Brunswick. I see Brother Church of New Bedford is confined to his

home on account of a sore foot. He had some visiting Brothers down to see him, and he took them down the neck to his cottage and he wanted to show them that clams didn't grow on trees, and took a hoe and proved to them that they come out of the ground, and in some way injured his foot so he has been laid off some time with it. He is hoping that they won't call again soon.

Boston, Mass.

AUTOMOBILE.

#### Editor Railway Conductor:

Appended find statement of receipts to the Home for the month of March, 1901:

O. R. C. DIVISIONS.			
NO.	AMT.	NO.	AMT.
44	\$ 5 00	285	\$12 00
306	22 00	327	12 00
276	121 00	336	5 00
Total			\$58 00
B. of R. T. Lodges			\$151 20
B. of L. F. Lodges			28 00
G. I. A. to B. of L. E., Div.			6 00
Refunded on bill 83			4 77
Grand Total			\$247 97

#### CONTRIBUTIONS.

By members of 117 and 229 B. L. E. and wives, five boxes containing canned goods, fruits, groceries, cutlery, linens, etc.; also an elegant invalid chair. We wish to express to them and the merchants of Mason City our appreciation of their kindness and thoughtfulness in this valuable contribution.

By Mrs. L. M. Bergen, Highland Park, Ill., some choice reading matter.

By Mrs. George Ball, Highland Park, Ill., an easy chair and foot-rest.

By Thos. Catlow, Evanston, Ill., choice reading matter.

Respectfully submitted.

Mrs. T. B. WATSON.

Highland Park, Ill. S. & T. R. R. Men's Home

#### Editor Railway Conductor:

Division 80 has not been mentioned in THE CONDUCTOR for some time, as our correspondent, Brother Geo. Conners, has been too busy shoveling snow between Sutton Junction and Drummondville to even remember the day of the week. We have experienced the most winter here that we have for many years. Although traffic has been very heavy the men have been making good money and have not complained. After facing the severe winds of March to see them standing around terminals and look into their honest faces a stranger from the balmy south would say they employ half-breeds up in this country, but it is not so. It is the exposure and hardship, brought on by the hazardous occupation. Brothers, we should have all the sympathy in the world for men in freight service. There is where your seniority comes in. Do you think, after a man has been a freight conductor ten or fifteen years, as we have conductors on our division, would you think it right, if there was a vacancy, to hire a conductor and still keep these men on freight trains? No! Let the seniority rule and we will have better men. When a trainmaster hires a brakeman he looks forward to a position as a passenger conductor. Under these circumstances we have competent men in train service in all capacities, able to

fill the position of conductor, trainmaster, superintendent, or president of the road if called upon to do so. I hope seniority will always rule on the C. P. R. Perhaps there may be some Brothers who don't like seniority. They may have their reasons for it, but I don't think they should agitate anything that would conflict with such a majority as you are aware we have in freight service. I wish every Brother's ideas on this subject were the same as my own. As we all live in a free country every man has a right to his own thoughts, but he has not a right to say or do anything that will injure a Brother.

West Farnham, P. Q.

J. H. SHELDON.



#### Editor Railway Conductor:

The time for the meeting of the Grand Division is close upon us and ere this number of THE CONDUCTOR reaches us the delegates will be making preparations to attend. We are expecting one of the largest parties that ever attended a Grand Division meeting. Everything is being done for the comfort and pleasure of delegates and friends that can be done, and we hope that their visit to our city in the far west will be profitable and pleasant. The Ryan Hotel has been designated as official headquarters, where a reasonable rate can be obtained by all members of the Order and their families. It is one of the finest hotels in the west, and they will make an extra effort to make it pleasant for all who stop there. Our city is well equipped in the line of hotels, and those wishing to avoid the crowds will have no trouble in securing comfortable quarters at other hotels or private places at very reasonable rates. The hotel committee are taking this matter up and everyone can be assured of a comfortable stopping place at any rate desired.

The following committees have been appointed, the chairmen of which will furnish any information desired by any Brother pertaining to their committees:

**Executive Committee:** M. N. Goss, Ch'm; J. D. Condit, J. W. Gilboy, H. D. Powers, F. A. Pease, H. A. Baxter, Geo. Hunsaker.

**Transportation Committee:** J. D. Condit, Ch'm.; J. H. Grininger, John A. Scott, Geo. Elmer, J. W. Rees, Dan Hickey, Frank Luxen.

**Reception Committee:** J. W. Gilboy, Ch'm.; Nic Bouse, W. H. Monty, E. W. Farrell, D. C. Horn, J. C. Cardie, A. J. Manley.

**Hotel Committee:** F. A. Pease, Ch'm.; W. H. Lowe, E. R. Walter, Geo. Neff, Dan Galvin, D. E. Hasey, T. H. Cowdin.

**Entertainment Committee:** H. D. Powers, Chm.; H. W. Field, J. T. Carruthers, J. D. Sprague, L. D. Skeel, Geo. Kirkpatrick, Thos. Sullivan.

**Registration and Badge Committee:** H. A. Baxter, Ch'm.; J. R. Shaw, J. E. Roper, Geo. R. Wormwood, J. J. Purcell, M. E. Lynch, S. K. McGuire.

The above committees will have plenty of work to do from now until the convention opens, and every member of No. 40 is expected to exert himself from the opening to the close of the convention in looking after the comfort of our visiting Brothers and Sisters. In this connection I wish to say that the Ladies' Auxiliary is working like beavers to entertain their Sisters and Brothers, and I venture to say that their part of the program

will be a glorious success. The Order of Railway Conductors has among its membership a great many bachelors, also quite a few who remain single on account of their extreme modesty. There are some, too, who do not desire to take their wives with them on account of the great danger in traveling and the fear that they might take cold or get sick away from their happy home, so solicitous you know that their affection will not allow them to take the risk of so long a trip. To the Ladies' Auxiliary I would say, look well to the comfort and entertainment of the poor misguided bachelor. Offer words of wisdom if not too late to our modest Brother; instruct him in our western ways, so when he returns to his southern home he will propose to at least one lady at every station on his run. To the other fellow take a good size club. If the good Sisters of our Auxiliary will do this we will promise to reciprocate.

Our regular meetings of late have been very interesting. No less than twenty have joined in the last two weeks, some of them the oldest passenger conductors running out of St. Paul. Among this number are conductors W. F. McMillen, G. L. Bonney, S. W. Eastman, H. T. Smith, Chas. Graceson, who are all passenger conductors and old men on the rail.

A. J. MANLEY.

St. Paul, Minn.



#### Editor Railway Conductor:

Having read several articles in THE CONDUCTOR of late for and against the proposition of representation by districts instead of by Divisions, as at present, at our Grand Divisions, I wish to say a few words on the subject. This move, I understand, is championed by Brother "H. W. G." of Elkhart, at least his very able articles are the first that I have seen on the subject, and he uses very good arguments in support of his theory, and I have failed to discover any logical arguments against it.

Brothers, this is a subject of great importance to our Order, and I sincerely hope the matter will be brought up at St. Paul and acted upon. There is no question but that it will save us thousands of dollars every year, and at the same time give us better legislation. More business could be transacted in two days' time with thirty or forty delegates that would be present than can be done with the 400 or more, as at present, in ten days. Every Division in the Order could be represented then, whereas we have quite a number now that cannot afford to stand the expense. There is no question but that we would get just as good, and even better representation under the proposed plan, as each Division in the district would most certainly select as their representative to the convention of district delegates their very best material. Now, we will say that six or seven Divisions are in one district. When these delegates get together to select one to represent the whole district it is a foregone conclusion that the best man will get the appointment, and among so much good material there should be at least one exceptionally good representative, and he can look after the interests of not only his own Division but all of the Divisions in his district just as well as the six or seven could. And see the great saving to the six or seven Divisions. Under the present conditions it costs

each Division from \$80 to \$100 for their delegate, and then he does not come out even; whereas, under the proposed plan this amount could be divided pro rata among the membership of the district.

There is another very objectionable feature to present arrangements, and that is that it is considered by too many of our delegates as a pleasure trip, and they start out with the intention of having a good time, and they have it, too, regardless of the fact that their Brothers at home are working to pay them for transacting business for them that is of the greatest importance. Now, Brother Delegates, do not put this coat on if it does not fit you. It is a fact, and I do not fear contradiction, that many delegates do not spend ten per cent of their time while at the convention in the careful consideration of the business of the session that they should, and, Brothers, this is dead wrong. They should remain at home.

N. A. V.

Buffalo, N. Y.

#### Editor Railway Conductor:

Division 309 is still trying to hold its own. There seems to be lack of interest among many of our members; some seem to think all that is necessary to have a good Order is the prompt payment of dues. That is where a great mistake is made. We want you, one and all, to come to the Division room every time it is in session, and we cannot have a good meeting unless you do come.

There have been a great many changes in our layover in the past year. The coal district just south of Uniontown, while only in its infancy, has taken a great many men from here, and the new yard which has been established at Youngwood has also taken a great many. While it is with great reluctance that we leave our homes here to go to other places, but we do not have the millions and we have to work for those who have. But it has been quite a help to us, as long runs of thirty-eight and forty hours have been reduced to ten or twelve. Again, we are not obliged to classify the trains. I notice in a recent issue of the B. of R. T. Journal a letter from our sister Lodge No. 63, in which the correspondent says that they have more conductors belonging to their Lodge than our entire membership, and not one of them could be induced to come to us under any pretense. I do not know how many conductors belong to this Lodge, but we have twenty-one in good standing. Now, it is not our aim to cause any commotion between any of our sister Lodges, as we, if I understand the case, are one and all working for the welfare of all who are heartily in sympathy with organization.

CORRESPONDENT.

Everson, Pa.

#### Editor Railway Conductor:

It is with the deepest feeling and gratitude that I write these few lines to THE CONDUCTOR to try and show the appreciation felt by one of the storm sufferers who lost all earthly possessions except the clothes on my back. My family was never heard from and I was left, as I thought, without a friend, but very soon found that the Brothers of Division 7 had quietly and quickly taken in the situation and help was extended at once. I count myself fortunate in having the privilege of being

a member of the noble Order. It is fortunate, also, that we have as members, men who appreciate helping an unfortunate Brother. Words are inadequate to express the sentiments that fill my heart when I realize how the membership gladly came to the front so nobly in the assistance of their Brother.

It is one, if not the grandest example that could be shown to prospective members—the fraternal feeling that is exhibited—the personification of the fundamental principles of the Order. It is indeed that I try in this humble manner to express to my Brothers my gratitude. I will always look back to the date when I came into the ranks of the noble Order as one of the happiest in my life. I shall never forget your kindness. Kindly accept my thanks and believe me, I am a life-long friend.

Division 18.

JOE W. TAYLOR.

#### Editor Railway Conductor:

As the time for the meeting of the Grand Division draws near, the matter of what are we going to do for the old conductor forces itself to my mind. I think we should decide while at St. Paul upon some means to do away with this subject. It has been discussed in our Fraternal department for nearly two years, and I do think the membership of our noble Order should be able, through its delegates, to come to some conclusion. I do not believe in the farm at all. I am sure I would make a very poor farmer, and I don't think there are twenty-five members of our Order who would be any better. I have seen it tried, and have never yet seen a conductor who has spent twenty or twenty-five years' service on a railroad that made a success of farming. I believe when a conductor is incapacitated from following his profession from any cause whatever—age limit, sickness or anything else—he should be entitled to his full amount of insurance, if he needs it and carries it in the Order. We have got to pay this insurance some time, anyway, and why not give the Brother the benefit of it while he is living to help him to take care of his loved ones, and thus not be a burden on his fellow Brothers. Many of our old conductors of today, if they had two thousand dollars at once, could invest it so it would keep them the balance of their days. And I also believe our insurance laws should be changed so as to cover a wider scope of disabilities, such as paralysis, locomotor ataxia and rheumatism; in fact, anything that would render a Brother incapacitated from following his profession. I think it would be an incentive to induce all new members to carry the full amount, \$3,000.00 of insurance, and I do not think the assessments would be any heavier on the members, as a whole (How about that, Brother Ingram?) and thus forever settle the question of what are we going to do with the old conductors.

No doubt there will be a number of candidates for the offices of the Grand Division. I think there is one office that should be filled by a unanimous vote with a large bouquet, and that is the one of our Grand Chief Conductor—Brother Clark. He has surely given us good service; a true and loyal Brother and an efficient officer, and I do not believe in cutting down his salary. The increase in membership in the Order since 1890, and what Brother Clark has done to build up the Order in

st ten years should be positive proof of his worth to us as a leader. He should receive unanimous vote of every delegate for his re-n. If I am not too late I hope to get this in the April issue. Perhaps Brother Anderson will give the switch open for me if I hurry. Hop-see you at St. Paul.  
O. H. AYERS.  
Springfield, Ill.

3

#### Railway Conductor:

ing the future by the past we may expect results during the year 1901, and if all of us do our duty I am sure we will have success. I believe in doing my best, no matter how hard the task. As it has fallen my lot to represent Division in the capacity of correspondent I endeavor to do my duty. We haven't many letters in the last month. Brother Reynolds is based on account of a badly mashed arm, but I think he will pull through all right. Brother J. H. Griffin is running in place of Mr. J. H. Griffin. Brother Edmondson is sick and Brother Crumpler is pulling the punch on his run. Brother Heck is neat and nice in his new uniform. He has a freight service for a long time. But at the same time they do not strike a picnic when they come to run a passenger train through this country, and I guess they have found it out before I have had a dose of it for seven years in this mining country.

I write a letter of a few words in the March issue of THE CONDUCTOR from Brother D. L. Anderson, Basilio, in regard to the old and disabled conductors. Of course it was his idea of pensioning conductors. Brothers, in general we speak in opinion and have different ideas, but what amount to if we do not put our shoulder to the wheel and make some arrangements for the old conductor? Years are swiftly passing by and all will soon be old and disabled from running a conductor; so let us make a start toward 1901. Brothers, I want to give some of you a word of overhauling about not attending the Division. You very well know I jump on to make a duck on a June bug when I meet you. Boys are not compelled to give every Sunday. Your young and old wives will excuse you a few hours as much as two Sundays in a month.  
E. T. SPENCER.  
Field, W. Va.

4

#### Railway Conductor:

Brother Riley Miller, who was quite seriously ill on December 31, has returned to work. Brother Stiffler was called home to Basal on account of serious illness of his father. Brother Bill has gone to St. Louis. Brother Fred Roberts has been appointed traveling conductor on the Railway, which goes to show the officials appreciate the fact that there is plenty of good material among its conductors. Brother A. Mobley is working out of Fort Worth, Tex. Sisters of Auxiliary 148 gave a fancy dress party on February 22. It was voted a great success both socially and financially. The grand march, consisting of nearly one hundred couples, was led by Brother and Sister Roberti. An elegant supper, which was well patronized, was furnished by Sister Wilkey. We danced until 2:30 a. m., when the orchestra was reported in a state of collapse and instruments dead from fast and furious play-

ing. We left declaring it the swellest event of the season.

The C. M. have just placed in service five new ninety-six-ton Baldwin engines, and they are whales when it comes to handling cars up the four per cent.

The Colorado Springs & Cripple Creek District railway was completed March 20. They are now open and ready for business. This is the new short line into Cripple Creek, the greatest gold mining camp on earth. Colorado is still coming to the front. Brother E. E. Clark organized Gold Coin Division 375 at Florence, Colo., February 24. Railroad business is on the boom in this part of the world. All the roads are doing a heavy through freight business. California oranges are moving east in full trains, and lots of them to come, with soldier trains and United States supplies going west, all of which means a good healthy pay check next month. Our old friend, Hot Tamales, is as ready to roast us as he was when we broke for him year ago. Let her go, old boy; I'll see you next time I come up to the capital.

Colorado Springs, Colo.

URS.

5

#### Editor Railway Conductor:

We are not having the most beautiful weather this part of the country ever experienced. Hicks wants rain and the hog wants snow, and from the look of the elements the good Lord is trying to please both, and oh, my, what a muss they have made out of it.

Looking over the different communications in THE CONDUCTOR I see the home for the old conductor is still being agitated. I said in a former letter I thought the idea a mistaken one, and I say again, the matter of a home for the old conductor, besides the one he has, never will be popular. There is all the difference in the world between an old soldier and an old railroader. If such a thing as a home for the railway man had been a possibility the different railway companies throughout the country would have adopted that plan instead of the pension feature. There is but one plan, if you want to do anything for the old conductor. You will have to arrange some plan whereby you will be able to pension them. That is the only one that will meet the approbation of all concerned. I see a very sensible letter from Atlanta, 180; some food for thought to all Divisions sending delegates to St. Paul. In considering the Wilkesbarre circular it was ordered to be laid on the table until after the meeting of the Grand Division. So if it lays on the table it won't hurt any one. We are not ready for a change yet.

No. 223 feels very kindly toward the ladies of Auxiliary 77 for their donation along financial lines. Sisters, whenever your treasury becomes overburdened with too much of the filthy lucre, come; we will surely find you a place of deposit. We are sorry you did not elect a correspondent at your last election. Speaking of contributions for the home I see a Philadelphia Brother speaks of Carnegie and others giving. Now, if it was to found a library or something to gain a name it might be possible, but when you ask those multi-millionaires to build a home or build and endow a hospital for the poor, the sick, and the maimed, the Carnegies, Rockefellers and those people of great wealth don't know what suffering is yet. Some people call them philanthropists. I don't. In all the giving they have done they have failed along the line of the Master's teachings. Christ Jesus came to save that which was lost, but he did not forget to open the eyes, unstop the ears and heal the sick. We don't want to read until we are put in a fit condition to read.

We had an initiation on the 25th, and had quite a nice time, but, O, what William did for that poor boy was terrible. Billy, not being in service for some time, and, like all goats, was somewhat buckish, and the first grab the Brother made landed him square on the floor; but the boys said he must ride that goat, and they gathered him up and loaded him on, and the way he was cantered around that room didn't make it necessary for him to have on coat or vest to keep warm. But Brother Norris came out of the terrible ordeal a full-fledged member of the O. R. C. J. W. RANKIN.

Martinsburg, W. Va.



## FRATERNAL INSURANCE.

### *False Statements in Application Avoids Insurance.*

1. When an applicant for a life certificate falsely states that there is nothing in his physical condition tending to shorten his life which is not set out in his application, when his shoulder was in a serious condition as the result of a gunshot wound and an operation, which was not disclosed, the association is not estopped from relying thereon as a defense to the policy by the fact that the applicant called the agent's attention to the arm, and showed his use thereof.

2. When an applicant for a certificate states that he never used narcotics, the association cannot defeat a liability thereon by showing a use of narcotics which did not amount to a custom or a habit. But where the representations were made the basis of the contract of insurance, and it was agreed that the association would not be liable in case they were untrue. *Held*, that a statement in the application that the insured did not and never had used narcotics was a warranty, which, if untrue, would avoid the policy, though such statement was made through mistake, and in good faith.

National Fraternity vs. Karnes, Tex. S. C., Jan. 9, 1901.

### *Suicide Clause—When Not Binding on Members.*

An amendment to the constitution of a fraternal or mutual benefit society was adopted, changing the conditions of the benefit certificate so as to provide that, if insured committed suicide while either sane or insane, it should be void, which condition should be made a part of every certificate, and be binding on both member and order, and which no officer or

agent could waive. After its adoption, insured made application for insurance, which stipulated that it was made subject to all the provisions of the constitution and by-laws, and received one of the old certificates because the new form had not been issued, which was signed by the proper officers, providing that the policy should be void if he committed suicide, unless he was insane at the time. He committed suicide while insane. *Held*, that the order was liable on the certificate, since the amendment was not a general provision of the constitution, nor a general by-law declaring all certificates void if the insured committed suicide, but it declares void only certificates of which it shall be made a part.

Sovereign Camp Woodmen, etc., vs. Fraley et al., Texas S. C., Jan. 7, 1901.



### *Fraternal Insurance—Burden of Defense—Instruction.*

In an action to recover on a certificate, on appeal the court *held*:

1. If the insured had violated any of the conditions of the insurance contract, such as failing to keep in good standing, etc., that is matter of defense of which defendant has the burden, and such violation need not be negated by the complaint.

2. The fact that the insured died of a pistol-shot wound in the right temple, under circumstances strongly indicating that he killed himself, did not make it error for the court to submit the issue of suicide to the jury, and the decision against the society having the burden of proving suicide will not be disturbed on appeal.

3. That the jury was properly instructed that in determining whether the defense of suicide was proved or not, it was proper to consider the instinctive love of



ch ordinarily exists in the human and that, as a rule, men attempt to preserve their lives. Judgment for the plaintiff affirmed.

*Lodge K. of P. vs. Anna Foster, Ind. App., 1901.*



*Constitution and By-Laws—Sick Benefits—Member's Contribution.*

The constitution of a fraternal association provided that members who became seriously ill within six months after joining the association should receive an "arbitrary contribution" therefor, but the value or amount of the contribution was not explained in the constitution or by-laws. A member of the association was taken seriously ill before he had been a member of the association six months, and the association continued over that time. Held, the member could not recover a sick benefit from the association since the constitution and by-laws, in failing to fix the value of the contribution, did not form a basis for recovery for a sickness commencing within the six months.

*vs. The S. D. L. Union. Tex. S. C. A., 1900.*



*Bringing Suit Within Prescribed Time—Effect of By-Laws—Effect.*

Where a benefit certificate provided that action thereon must be brought within a year from the death of the insured, a suit commenced by filing a petition before the expiration of the year, although the summons was not issued until after the expiration of the year, can be maintained under the code of Iowa, § 20, 57:

Where a by-law was adopted providing for a new form of certificate, providing that action could not be brought until proof of death, and claim-ant had been filed and passed on the board of trustees, and then should be brought within a year after the action on the board, an action on the first certificate brought within a year after rejection of the claim by the board of trustees, but within a year from the death of the insured, was not brought in time, since the law had no retroactive effect, but provided only a new form of certificate for future contracts.

*Woodmen of America vs. Banersfield. C., Dec. 27, 1900.*

*What Constitutes "Riding" on a Car.*

In an action on an accident policy for an injury alleged to have occurred while plaintiff was boarding a car and in doing so slipped and fell on the steps and claimed, under the combination provision of the policy, which promised double benefits for injury while riding as a passenger in or on a public conveyance, the court in defending the term "riding" on a car or other public conveyance held that the contention that the plaintiff who attempted to board the car and fell on the steps was not actually riding on the car when the injury occurred, and not, therefore, entitled to recovery, was unsound.

As a matter of fact, passengers may be said to be riding from the time they board any part of the car until they have alighted from the same.

*Powers vs. Ontario Accident Ins. Co., Ontario Divisional Court, Jan., 1901.*



*Train Service—Negligence in Alighting From Train—Train Servant.*

1. A complaint which charged that defendant's servant, a brakeman, negligently advised, directed, commanded and assisted plaintiff to alight from a moving train after it had started to leave plaintiff's station and was moving so rapidly that the brakeman knew it was dangerous to alight, and the defendant suddenly started the train to going faster as plaintiff went to step off, thereby injuring him sufficiently charges defendant company with actionable negligence.

2. The relation of passenger and carrier is not dominated by the passenger's failure to alight at his destination within the time allowed by stopping the train.

3. It is not necessarily negligence for a passenger to alight from a moving train, or to rely on the directions of the brakeman that he can do so in safety, and one induced to do so by the company's servant may recover for the injury resulting.

*P. C. C. & St. L. Ry. vs. Gray, Ind. S. C., March, 1901.*



*A Novel Damage Suit.*

A novel damage suit has been filed in the Clinton County, Ind., Circuit Court. The suit grew out of the fact that Charles Long, who was a brakeman in the employ of the Clover Leaf Railway Company until the recent wreck of a train near Greentown, when the company discharged him, claiming that the wreck was the result of Long's disobeying orders. When Long was discharged the company owed him \$69 and he sued for the amount. The railroad company has in turn sued Long for \$5,000 damages for causing the Greentown wreck. The suit is being watched by railroad companies and employes alike all over the state.

# OFFICIAL CHANGES.

Samuel Spencer has been chosen president of the Mobile & Ohio.

L. S. Thorne has been chosen first vice-president of the Texas & Pacific.

J. A. Barnard has been chosen president of the Peoria & Pekin Union.

A. B. Andrews has been chosen first vice-president of the Mobile & Ohio.

W. W. Finley has been chosen second vice-president of the Mobile & Ohio.

Joseph S. Harris has resigned as president of the Philadelphia & Reading.

E. N. Armstrong has been chosen vice-president of the Peoria & Pekin Union.

Y. Van den Berg has resigned as first vice-president of the Louisville & Nashville.

J. H. Simpson has been appointed assistant to general manager of the Pere Marquette.

George F. Montgomery has resigned as general manager of the Tombigbee & Northern.

M. A. Lally has resigned as trainmaster of the Choctaw Oklahoma & Gulf at South McAlester, I. T.

H. A. Stevens has been appointed acting general superintendent of the Toledo St. Louis & Western.

E. A. Peck has resigned as general superintendent of the St. Louis Iron Mountain & Southern.

J. M. Hubert has been appointed general superintendent of the St. Louis Iron Mountain & Southern.

O. W. Runyan has been appointed assistant trainmaster of the Pennsylvania Lines at Columbus, O.

Sidney H. March has been elected president of the Birmingham & Atlantic. Headquarters at New York.

E. D. Morgan has been elected vice-president and treasurer of the Rio Grande Sierre Madre & Pacific.

J. J. Kress has been appointed general manager of the Arkansas Southwestern. Office at Pike City, Ark.

George F. Baer has been chosen president of the Philadelphia & Reading, vice Joseph S. Harris, resigned.

J. E. Dalrymple has been appointed assistant to general manager of the Grand Trunk. Office at Montreal, P. Q.

Peter Boyd has been elected vice-president of the Caldwell & Northern. Headquarters at Philadelphia, Pa.

J. A. McDuffie has been appointed general manager of the Brunswick & Birmingham. Office at Brunswick, Ga.

H. A. Clare has been appointed general manager of the Marietta Columbus & Cleveland. Office at Marietta, O.

A. W. Graham has been chosen first vice-president of the Louisville & Nashville, vice Y. Van den Berg, resigned.

J. E. A. Robillard has been appointed superintendent of the Quebec division of the Canadian Pacific. Office at Quebec.

E. A. Geiger has been appointed superintendent of the Brockville Westport & Sault Ste. Marie. Office at Brockville, Ont.

D. B. Cunningham has been appointed general superintendent of the Marietta Columbus & Cleveland. Office at Marietta, O.

A. Clark has been appointed superintendent of the southern division of the Mexican National. Office at City of Mexico, Mex.

A. B. Shrantz has been appointed assistant train and roadmaster of the Kansas City Fort Scott & Memphis. Office at Osceola, Ark.

Louis Ohlinger has been appointed superintendent of the Richmond division of the Pennsylvania lines. Office at Richmond, Ind.

W. H. Thornton has been appointed superintendent of the Marietta division of the Pennsylvania lines, vice L. Ohlinger transferred.

John B. Murphy has been appointed trainmaster of the Montgomery division of the Mobile & Ohio. Office at Montgomery, Ala.

W. E. Hendershot has been appointed assistant trainmaster of the Martinsville division of O. R. R. Office at New Martinsville.

Sam'l H. Tally has been appointed trainmaster of the Wyoming division of

the Lehigh Valley. Office at Wilkesbarre, Pennsylvania.

K. A. Goring has been appointed superintendent of the Toledo division of the Toledo St. Louis & Western. Office at Frankfort, Ind.

J. G. Reeves has been chosen president and general manager of the Columbus Wellston & Southern. Headquarters at Lancaster, Ohio.

S. B. Zartman has been appointed superintendent of the St. Louis division of the Toledo St. Louis & Western. Office at Charleston, Ill.

H. M. Taylor has been appointed superintendent of the San Luis Potosi division of the Mexican National. Office at San Luis Potosi, Mex.

It is rumored that F. D. Underwood has been selected as president of the Erie to succeed E. B. Thomas, who is to become chairman of the board.

A. E. Toulon has been appointed trainmaster of the Cairo division of the Cleveland, Cincinnati Chicago & St. Louis. Office at Mt. Carmel, Ill.

W. J. Singleton has been appointed superintendent of the Ottawa division of the Canadian Pacific in addition to his duties as superintendent of terminals.

A. DeBernardi has been appointed superintendent of the Kansas and Colorado divisions of the Missouri Pacific. Headquarters at Osawatomie, Kans.

E. W. Moore, formerly trainmaster of the Mobile & Ohio at Murphysboro, has been appointed trainmaster at Meridian, Miss., vice H. L. Hungerford transferred.

Joseph Dickson has been elected president of the Hot Springs Railroad company, vice Jay Morton, resigned. Office in the Union Trust Building, St. Louis, Mo.

H. L. Hungerford, formerly trainmaster for the Mobile & Ohio at Meridian, Miss., has been transferred to Tuscaloosa, Ala., in place of W. N. Jones, resigned.

C. R. Nedrow has been appointed division superintendent of the Fort Scott, Wichita and Austin divisions of the Missouri Pacific system, with office at Wichita, Kans.

A. H. Smith, formerly superintendent of the Michigan division of the L. S. & M. S., has been appointed assistant general superintendent. Headquarters at Cleveland, O.

A. Merrifield has been appointed assistant master of trains of the Nashville, Florence & Sheffield Railway, Louisville & Nashville Railroad company, including Columbia yard.

E. R. Walter has been appointed superintendent of the Cripple Creek district terminals of the Colorado Springs & Cripple Creek District Railway. Office at Cripple Creek, Colo.

John R. Horgan, formerly trainmaster of the Buffalo division of the L. S. & M. S., has been appointed superintendent of the Michigan division of the L. S. & M. S., with office at Toledo, O.

J. F. Sims has been appointed superintendent of the Central branch, Rooks County Railroad, and Pacific Railway in Nebraska, of the Missouri Pacific system. Headquarters at Concordia, Kans.

W. E. Green has resigned as superintendent of the southern division of the Kansas City Southern, and has accepted a similar position with the Gulf Colorado & Santa Fe, with headquarters at Cleburne, Tex.

E. J. Ward has been appointed division superintendent of the Kansas City and Southwestern division, Kansas and Arizona, Verdigris and other divisions in that territory of the Missouri Pacific system, with office at Osawatomie, Kans.

E. C. Tomlinson, formerly division superintendent of the P. & R. and for a short time assistant to general superintendent of the T. St. L. & W., has been appointed division superintendent of the Choctaw Oklahoma & Gulf. Office at South McAlester, I. T.





## IMPORTANT NOTICE TO DELEGATES.

In order that the delegates, members of their families and friends who will attend the Grand Division session in St. Paul, may fully understand the plan which has been agreed upon by the Executive Committee in the matter of issuing badges to visitors, we herewith call attention to that plan, and urge that it be given the hearty co-operation of all. Brother Goss writes:

"We will issue to every one of our guests the handsomest souvenir badge ever given out on a like occasion. The badge is an expensive one, and we feel sure will be prized as a souvenir by all who are fortunate enough to get one. This badge *will be a passport* for every visitor to the entertainments and pleasure trips which we have arranged for; no one except our guests get any of these badges, and they can only get them by *calling in person* at headquarters and registering their names, giving residence, etc. This rule will be strictly enforced, and applies to the ladies as well as the gentlemen. Each badge is numbered, and the number of the badge for the party registering will appear opposite the name. We have adopted this plan so that there will be no opportunity for badges to get into the hands of people who are not entitled to them."

The plan submitted by Brother Goss is a most admirable one in many ways, and certainly should be appreciated by our members. It is quite novel and has in it features that certainly recommend it to us as "the best thing yet out."

When you change your place of residence or do not receive THE CONDUCTOR regularly, drop the editor a card giving your *name, Division number and address*.

The Secretary of Division 3 desires the address of C. W. Sargent, formerly a member of that Division.

Brother M. L. Phelps, Chief Conductor of Division 244, desires the address of W. H. McNulty, formerly a member of Division 111.

The secretary of Division 287 reports

that Brother Charles Wathington of that Division was married to Mrs. Rowe on the 5th inst.

We are in receipt of ball invitations from Divisions 161, 295 and 329. We appreciate this kindness and extend thanks to those remembering us.

The anti-cigarette bill was killed in the Wisconsin senate by a vote of 15 to 12. There was no debate, and upon call for the ayes and nays the bill was defeated.

Brother T. B. Watson, of Division 58, was elected justice of the peace April 2, 1901, in the city of Highland Park, Ills. Brother Watson says comments are in order.

Brother W. A. Darling of La Cross, Wis., desires the address of Frank Clark, who, when last heard from, was running out of Denver. His mother is dangerously ill.

Brother W. E. Hendershot of Division 369 has been appointed assistant trainmaster of the Martinsville division of the Ohio River railroad. THE CONDUCTOR wishes Brother Hendershot success.

We are requested by the A. M. C. & B. of the A. F. of L. to mention the fact that the trouble which has existed between Swift & Co., packers, and organized labor, has been satisfactorily adjusted, and the said firm is now upon the fair list.

On March 3, both houses of congress passed the bill entitled "An Act to Promote the Safety of Employes," etc., by requiring common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, etc.

Brother H. J. Johnson, of Division 225, has opened a new and elegantly equipped hostelry at 805 Tonawanda street, near the Exposition grounds at Buffalo, N. Y., and invites correspondence with regard to rates from all who contemplate a visit there this summer. Brothers desiring to

extend their Saint Paul trip to Buffalo can have rooms reserved by giving notice of same.



The picture showing a box car entering the store of a Houston, Texas, merchant, that appeared in our March number was credited to Brother Archer by error. Mrs. T. I. Waters of Auxiliary 87 very kindly secured a photograph of this wreck for us, and deserves all credit and thanks for same.



A fraud, who is in possession of some stolen letters, old Division card, etc., belonging to, and issued in the name of, Brother E. L. Campbell, has been imposing upon members, beating hotel bills, etc., on the strength of these credentials. It is to be hoped that the next one to whom these are presented will take them up and send them to the general office, and that the holder of them will get his just deserts.



Gunton's Magazine for April has the following: Government ownership of quasi-public corporations; Doom of the dictator; The Tuskegee negro conference; Review of the month; Some scientific aspects of the woman suffrage question; Direct nominations by petition; and many other interesting topics. Published by the Gunton Co., Union Square, N. Y. \$2.00 a year.



We are requested to call attention to the fact that the Conductors' Mutual Aid Association of Chicago participated jointly with "The Old Reliable" in the recent trip to Cuba. The associations held their respective conventions and the members then met in St. Louis and joined in the excursion. We regret that mention of this participation of the Mutual Aid was not made in the article descriptive of this trip, which appeared in our March issue, and which was written by a lady who was one of the party.



The Forum for April is an interesting number, and contains the following: Preliminary report of the Isthmian Canal Commission; The English poor law; The radical movement of the democrat party; Why not three hundred million people? Notes on Italian politics; Our neglected and prospective island waterways; The Hague peace conference; Prohibition in Kansas; Limitations of monopoly; The case for the south; The grange; and The search after novelty in literature. Published at 111 Fifth avenue, New York. \$3.00 a year.



You want the latest reliable news from our new possessions in the Pacific. Then read The Chicago Times-Herald and keep

informed about what is happening in the Philippine and Hawaiian Islands, as well as in Cuba and Porto Rico. This journal has unexcelled arrangements for getting all the news and getting it truthfully from the remotest quarters of the globe. Letters from such famous travelers as Bob Burdette and Frank G. Carpenter always teem with interesting and quaint descriptions of unusual sights. It is almost as good as a trip abroad to read these breezy articles, which contain so much of the local color of the queer surroundings from which they are written.



The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

CARD NO.	NAME.	DIV. NO.
7-----	F. C. Williamson-----	1
470-----	J. C. Jackson-----	53
2182-----	H. G. Williams-----	117
4721-----	F. E. Prewett-----	149
5327-----	H. L. Taliaferro-----	380
6385-----	W. J. McGrew-----	287
7234-----	C. H. Owen-----	294
7235-----	J. B. Terry-----	304
7423-----	C. A. Miller-----	91
8901-----	A. Clark-----	1
8991-----	S. W. Burnham-----	395



Brother A. G. C. Garretson, assisted by Brothers Maxwell, Coon and Anderson of these offices, together with Brothers Stoik and Buffington of Division 33, organized Division 410 at Belle Plaine, Ia., on the afternoon of Sunday, March 24, with 21 charter members, 12 of whom were transfers. A very lively interest was manifested by all and the Division starts off with every assurance that it will be one of the best in point of interest in the Order. The afternoon session was devoted to organization, election and exemplification of the work by Brother Garretson. The evening session completed the business on hand, and in addition the work was exemplified upon four candidates by Brother Anderson. Brother M. J. Hanson will officiate as its first Chief Conductor. His address is box 207, Belle Plaine, Ia. Brother W. D. Barnard, Secretary, also of Belle Plaine, Ia.



A member of the Order in Texas was recently approached by a man who presented what purported to be a receipt for dues from Division 175, which was palpably fraudulent. He gave the name of N. J. Wheeler. A few days later the same man approached the same Brother, and presented a receipt in the name of Louis Aucoin, purporting to have been issued by the Secretary of Division 175. Division 175 did have a member named Louis Aucoin, who was suspended in 1893, and who is described as about 5 feet, seven or eight inches high; weight, about 150 pounds;

black hair, dark brown eyes and very dark complexion; used to wear a black mustache. This description is said to fit the man who presented himself under the separate names. Whatever the gentleman's name may be, he is a fraud, and his claims to membership in the Order are false and he should be treated accordingly.

Brother John Lundrigan, Chief Conductor of Division 2, and whom the delegates of the 26th session of the Grand Division will remember as an active and earnest worker, has been appointed by State Labor Commissioner McMackin of New York as his deputy. In the notice given his appointment by the press, it says:

"Mr. Lundrigan, to whom is temporarily assigned the duties of factory inspection, has for several years been a member of the Order of Railway Conductors. He was supported for the place in the new department of labor by many of the labor unions in western New York."

THE CONDUCTOR voices the sentiments of the members everywhere in wishing Brother Lundrigan success, and returns thanks for the Order for the support rendered him by our sister organizations. He is well qualified in every way to discharge the duties devolving upon the office, and we feel assured that his service will be such as to reflect credit upon those who lent their assistance in securing for him this position. He has been an ardent worker in politics, and his services during the last campaign were of a character that, in our opinion, justly warrants the appointment.

Without doubt many of our readers have enjoyed the illustrations that have appeared in THE CONDUCTOR, sent to us by members of the Order and Auxiliaries. They certainly add to the attractive features of any publication and there is no reason why we should not display as interesting a line of illustrations as any magazine published, covering as we do so vast a territory and with so many members to draw upon. We urge that our members take interest in this respect and use special effort to secure for THE CONDUCTOR photographs of odd scenes and scenes of general interest to our members. There are sufficient occurrences throughout the territory covered by THE CONDUCTOR to furnish an unlimited number of illustrations if our members will make effort to secure photographs of them. We cannot make use of pictures of engines or crews in ordinary working service, however, as they would be of no interest to any except those directly associated with the work. We would caution those sending pictures for reproduction in THE CONDUCTOR to avoid folding or creasing them, as such creases show in

the electrotypes. Either wrap the proofs around a cylinder of wood or pasteboard, or place them between heavy pasteboard covers.

C. W. Saylor, chief conductor of West Philadelphia Lodge No. 162, Order of Railway Conductors, and F. J. Fitch, chief conductor of Quaker City Lodge No. 204, Order of Railway Conductors, aver that one J. K. Van Trump, claiming residence at the Windsor Hotel, is getting advertisements in this city under the false pretense that he is endorsed by the Order of Railway Conductors. Messrs. Saylor and Fitch assert that Mr. Van Trump secured their endorsement, as individuals, *of a time book which he sells*. It is also asserted that Mr. Van Trump added to the original letter the words, "he is given authority by the Order of Railway Conductors to solicit advertisements for this book," which statement, it is said, is absolutely false.

"Proprietor Murphy, of the Hotel Scott, has paid this man \$10 for advertising," said Mr. Fitch, "and Dickey, the hatter, at Sixteenth and Market streets, has been fleeced by him. Van Trump claims falsely that he is a former member of our Order. He presented his letter of endorsement to me by mistake recently, and I cut my signature from the letter."

The above item is clipped from the Philadelphia North American of Saturday, March 9. The gentleman referred to therein is described by the Chief Conductor of 162 as being of medium stature, slender build, smooth shaven, rather dark complexion and about thirty-five years of age. It is always dangerous to give endorsements to any such promoters or propositions, and especially where any advertising scheme or fake is involved.

The appointment of Brother James C. Morris, of Division 270, to the position of state commissioner of railroads and telegraphs will be received by the members of the order with a great deal of pleasure and satisfaction. In the announcement of his appointment the Youngstown Telegram says in part:

"James C. Morris, of Youngstown, was today appointed state commissioner of railroads and telegraphs to succeed R. S. Kaylor, of Alliance.

"The appointment was made by Governor George K. Nash after a thorough consideration of the situation and the choice for commissioner is beyond the shadow of a doubt that of the right man.

"In making the appointment Governor Nash has recognized the qualities of Mr. Morris as shown in three years of service in the department of which he was chief inspector. In that time he has proven himself in every way competent.



"While Mr. Morris' qualifications for the office were of the first consideration in the selection, he nevertheless had behind him one of the strongest backings that has ever supported a man for an appointment. The entire railroad vote of the state, with hardly an exception, asked for his appointment, while politicians generally were unitedly for him. This was particularly true in Youngstown, where not a voice was against him.

"No one was more pleased than Senator Wirt, who was one of the first to hear of the appointment."

The Cleveland Plain Dealer further says:

"Despite intimations that Railroad Commissioner Kaylor would be re-appointed, the governor today announced that the position would go to J. C. Morris, who has been chief inspector in the office of the commissioner of railroads and telegraphs for four years. Mr. Kaylor had the backing of Senators Hanna and Foraker, and of Congressman Dick, but he could not get the support of the railroad employes. On the other hand Morris had endorsements from the chiefs of all the great railroad employes' organizations, which could not be given without the approval of two-thirds of the local organizations.

"Mr. Morris is a Youngstown man. He was successively brakeman, baggagemaster, conductor on a freight train, yard-

master and passenger conductor. During all this time, twenty-two years, he remained in the employ of one company, the Erie."

Brother Morris is well and favorably known to the members of the last Grand Division at Detroit, besides a host of other friends at large. THE CONDUCTOR expresses for Brother Morris his sincere appreciation of the support rendered him by his friends, and also bespeaks for the members generally our appreciation as an Order. THE CONDUCTOR at the same time desires to extend its congratulations and best wishes for Brother Morris' success.

The American Federation of Labor, at its Louisville convention, adopted resolutions to the end and with the view of securing a more general establishment of the 8-hour work day for all wage earners in the United States. President Gompers, in his circular letter to labor organizers, calls their attention to the fact that the International Association of Machinists is about to inaugurate generally the 9-hour day throughout the craft. There is no doubt of the splendid results that must follow the adoption of an 8-hour work day, for its influence must affect the economic, social and moral condition of the workers and their families and the community generally feel its beneficent influences.

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Box or Street and No.....

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Postoffice.....State.....

 Be Sure and Give Old Address and Division Number.



# OBITUARY

**BROOKS**—Brother G. E. Brooks, Division 14, Cleveland, Ohio.

**BOWSER**—Brother E. Bowser, Division 214, Moncton, N. B.

**BARNES**—Father of Brother W. R. Barnes, Division 127, Danville, Ill.

**CUSH**—Brother J. Cush, Division 44, Denver, Colo.

**CASKEY**—Brother J. W. Caskey, Division 92, Terre Haute, Ind.

**CURRAN**—Brother T. E. Curran, Division 292, Chicago Junction, Ohio.

**DAVIS**—Brother S. S. Davis, Division 150, Utica, N. Y.

**DOOLITTLE**—Brother W. Doolittle, Division 176, Corning, N. Y.

**DAVY**—Brother W. H. Davy, Division 28, Atchison, Kans.

**DUDLEY**—Brother A. A. Dudley, Division 225, Hornellsville, N. Y.

**DONOVAN**—Brother D. J. Donovan, Division 157, Boston, Mass.

**FIELDS**—Wife of Brother W. A. Fields, Division 166, Newark, Ohio.

**FLETCHER**—Wife of Brother H. J. Fletcher, Division 89, Louisville, Ky.

**GRISAMORE**—Brother C. W. Grisamore, Division 159, Mexico, Mex.

**GAFFEY**—Brother James Gaffey, Division 61, La Crosse, Wis.

**HARRIS**—Brother S. Harris, Division 255, Medicine Hat, N. W. T.

**HAWKINS**—Wife of Brother Fred Hawkins, Division 244, Colorado City, Colo.

**KING**—Father of Brother J. C. King, Division 89, Louisville, Ky.

**KNOX**—Brother J. D. Knox, Division 258, Aberdeen, S. D.

**MORTHLAND**—Sister of Lizzie Anderson, Auxiliary 4, Elkhart, Ind.

**MURRELLE**—Brother A. C. Murrelle, Division 284, Waco, Texas.

**MURRAY**—Wife of Brother J. A. Murray, Division 70, E. Las Vegas, N. M.

**NANEY**—Brother N. Naney, Division 81, Beardstown, Ill.

**REGE**—Brother A. Rege, Division 346, Babcock, Wis.

**ROBINSON**—Daughter of Brother O. V. Robinson, Division 376, Ashley, Ind.

**SCANLON**—Brother J. Scanlon, Division 239, Lexington, Ky.

**SHIELDS**—Brother J. H. Shields, Division 111, Los Angeles, Calif.

**SULLIVAN**—Wife of Brother T. R. Sullivan, Division 325, Grand Junction, Colo.

**TAYLOR**—Wife of Brother Joe W. Taylor, Division 18, Temple, Tex.

**TEAGUE**—Brother W. C. Teague, Division 196, Jacksonville, Fla.

**THORP**—Brother J. F. Thorp, Division 48, Detroit, Mich.

**WOLFE**—Brother A. Wolfe, Division 381, Howell, Ind.

**WEBB**—Brother J. Webb, Division 315, Châpleau, Ont.

**WILLIAMS**—Brother F. C. Williams, Division 3, St. Louis, Mo.

**WILDER**—Son of Brother G. W. Wilder, Division 89, Louisville, Ky.

**WEIDENHAMER**—Wife of Brother Wm. Weidenhamer, Division 83, Galesburg, Ill.

**WETZEL**—Brother F. Wetzels, Division 140, Hinton, W. Va.

# THE JANNEY COUPLER

THE ORIGINAL AND LEADING M. C. B. Coupler. This cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.



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# PISO'S For Consumption CURE

We always keep Piso's Cure for Con-  
sumption in the house for coughs and  
colds. The children beg for it. We have  
recommended it to our neighbors.

Mrs. J. T. BAKER,  
Box 43, Augusta, Ohio Says, 8, 1900.

Piso's Cure for Consumption cured  
my daughter of an awful cough which the  
whooping cough had left her with. I can  
say that it is the best remedy for asthma  
I ever used.

Lawrence C. Foxworth,  
Seaway, Mich., Sept. 27, 1900.

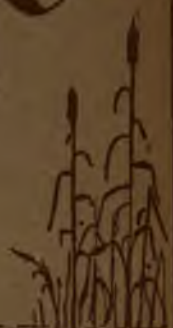


# The Railway Conductor

MAY



1901



PUBLISHED BY THE  
ORDER OF RAILWAY CONDUCTORS  
CEDAR RAPIDS, IOWA.

# Westinghouse

OVER  
**1,250,000**  
IN USE

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BUILT BY  
**The Westinghouse Air Brake Co.,**  
PITTSBURG, PA.

## Air Brakes





VOL. XVIII.

CEDAR RAPIDS, IOWA, MAY, 1901.

No. 5.

## A PERILOUS FEAT.

BY W. D. ANDERSON.

"Now, just look down there, mother! By Jing! I sent that boy to do his chores more'n an hour ago and there he is with my hayin' rope stretched from the barn across the barnyard to the big rambow—and he's tryin' to walk across, as I live! See there!

Sure enough Ralph Quinette was in the very act described by old Farmer John Burns. Far out upon the rope and above the heads of the cattle in the barnyard that eyed him curiously he swayed back and forth with a long pole which he used to balance himself, taking a careful step now and then, ever and anon pausing to retain his equilibrium.

"For goodness sakes, father, don't holler to him now or he'll break his neck sure. He's a chip from the old block if ever there was one, for he comes naturally by his performin' tricks; his father was a circus performer before him and his mother—well, she loved the ground he walked on and it broke his heart when we laid her in the churchyard and he soon followed her. Ralph has his father's ways and his mother's looks; he reminds me of our only daughter and I love him as much as our own Mary. But see there, father! He will be killed. Oh, I can't watch him any longer!"

"By Jing! Hangin' by his toes! There he gits up just as easy. Now he's walkin' again. There he turns 'round and is goin' back. Aha! Ralph, my boy. Courage failed you I guess. By Jing! Ef he ain't walkin' up hill on that rope and right plumb into the barn. No there he comes

again. Does it jest as easy. Right down to the middle now. Slow there, Ralph, my boy—all right now—a few more steps and you'll reach the rambow. Bully! Hooray!"

"Why, father! How can you take on so about such circus tricks? They are all right for boys but what do you think Deacon Marsh would say if he were to hear you cheerin' that way? Them's worldly things, father, and don't you remember what is said of the worldly and vain?"

"Deacon Marsh has some funny ideas that I don't just agree in. If I am worldly for allowin' myself to cheer I'm afraid my chances for heaven makes me a mighty sight worse off in other respects and him too," said the farmer, as he turned away toward the barn.

He arrived at the barn just as Ralph was drawing in the rope with a windlass attachment where it was kept from one season's haying to another.

"Got the stock fed, Ralph?"

"No, not yet, Uncle John. It's early and I wanted to have some fun. You don't care, do you? I'll hurry and get it done before dark."

"No, I don't care how much fun you have, Ralph, but such capers as you call fun might be the ruination of you for you see I was looking at you when you had nothing between you and the ground but your toes to hold you and sposin' you had dropped; 'twouldn't been nothin' less than a broken arm if not your neck. I don't want any more bad luck for I hav'

had enough this spring. First my chickens all got drowned; then that blasted railroad train killed one of my best heifers and they never gave me a cent for it."

"Squire Forbes says the reason you never got anything out of the railroad was because you never put in a claim. Why don't you do this, Uncle John?"

"'Twouldn't do a bit of good. These railroads has to be fought in the courts for everything before they are willing to pay a cent on any damage they do to the poor farmer, while on the other hand if they want anything or want to run through a man's place they go ahead and do it, no matter how much it cuts the place up. Course they paid me all my land was worth and mebbly a little more when they run the road down through the twenty this side of Beaver creek, but still it's a railroad for all that and stock is bound to git killed now and then in spite of all their wire fences, whitewashed posts and new-fangled rat-traps that they put in on each side of the road crossin'," said the farmer, as he shoved a huge fork-full of hay down through an aperture to the stock below.

"But, Uncle John, you don't blame the railroad because your chickens got drowned? The coops were on the side hill and when the water came up all the little pee-pees, old hens and all had to go down the creek."

"I've lived here nigh on to forty years and water never came up like that till the railroad built a bridge across Beaver Creek; then it seemed to dam the creek and the water backed up, flooding my meadow and risin' ten feet higher than it ever did before. Course this spring did have more rain than any year I remember, but still I believe that if the road hadn't gone through that my chickens wouldn't have got drowned and my hay stacks been washed away."

Farmer Burns and Ralph now came from the barn and both stood looking at the expanse of water that covered the meadow between the side-hills through which Beaver Creek flowed. Then looking up at the sky said,

"The rain ain't over by a long shot yet. If I don't miss my guess we'll have the biggest rain before twenty-four hours

that has struck these parts for years. Looks as if the water was up pretty nigh the railroad bridge now and I shouldn't wonder if we got another hard shower that something must give way down there," he said, pointing in the direction of the bridge. "I do believe it's coming already. See them lowerin' clouds, how they hang and how the lightning plays among them. That promises mischief."

They had reached the house now and as the farmer made his prediction he heard a loud halloo from the roadway in front of his home. Going around the house he saw one of his neighbors sitting in a buggy and holding the lines over a foam-flecked horse that had evidently been driven hard.

"I thought I would come this way and warn you that Perkins' dam is likely to let go any minute. If you've any stock out on the hillside you had better get them on high ground. I am going up to tell Ed Sanders and Jim Groves, because you see both of them lives pretty well down in the valley and if the dam should give way it's liable to wash them away."

"I've got everything high and dry, neighbor Woods. Much obliged to you. There's a heavy rain a-coming and I shouldn't wonder if the dam must break away. If Jim and Ed have any fears that they are going to get washed away tell them that I have plenty of room for them."

"All right; I must hurry now for that storm looks mighty threatening. Good bye."

Farmer Burns returned to the house. It was rapidly growing dark and as he seated himself at the kitchen table and took up his paper Mrs. Burns brought the lamp and placed it at his side. Ralph stood at the window looking out upon the approaching storm and buried in meditation. After an hour had passed the first pattering drops were heard and each seemed of enormous size as it splashed upon the panes and glistened from the rays of the light within. Then Ralph turned and said,

"Uncle John, you said that if we had any more rain that the railroad bridge must give way. Now I was thinking that if Perkins' dam gave way that maybe the bridge might be washed away and if the

10 o'clock Limited came along it would run right into Beaver Creek and drown every one on the train."

"For the land's sake, John! Do you think there is any danger?" said Mrs. Burns, dropping her knitting and looking appealingly at her husband.

"I told Ralph that something must give way down there, though I allow that bridge is pretty stout and may stand all the strain that comes agin' it. Still, now that you speak about it, mother, I feel

that moment a sullen roar was heard by all.

"Gracious sakes! What was that? It didn't sound like thunder, father. Sounds like a hundred wagons going over a cobble road. I do believe the dam's broke loose! I hope Groves and Sanders' folks are safe," said Mrs. Burns anxiously walking the floor, stopping now and then to peer out into the darkness.

"Be calm, mother; I will go up the road a little ways and see if I can see anything



THE GREAT BOONE (IOWA) VIADUCT.

East side looking west showing false-work for steel arch in center.

kind o' doubtful since I heard that the dam is liable to break away, for those timbers and the logs in the race will come down here a-tearin' to be sure. But what can we do?"

Ralph said nothing but went back to the window. The rain was now falling in torrents and at each vivid flash of lightning Ralph could see the broad expanse of water that was rushing down through the valley. What was ordinarily a creek was now a raging torrent. At

of them. Maybe they don't know the dam's broke."

"And I'm going down toward the railroad bridge," said Ralph.

"You'll catch your death of cold, both of you, but I suppose you ought to see what you can do, for this is terrible," said Mrs. Burns.

"I'll just fix up the lantern a bit 'cause it might come handy in this darkness. Now, mother, don't worry, cause we'll be back soon."

Farmer Burns had not proceeded more than half a mile when he heard hoof strokes. Pausing at the side of the roadway he was soon greeted with the sight of neighbor Woods who was returning from his errand of warning the farmers along the creek. With him was Mr. Sanders, his wife and child.

"Water is covering our floor, Neighbor Burns, and still a-rising. We thought we had better come over and stay at your house," said Sanders, after greetings had been exchanged.

"All right; but how are Groves' folks?"

"They will be safe."

"Well, let us get under shelter as soon as we can. Drive along; I will follow you."

Farmer Burns reached home about the same time as his guests and was about to extinguish his lantern and put it away when he heard the patter of feet. The next instant Ralph burst into the room.

"Don't put the lantern out! The railroad bridge is washed away! Give it to me quick! I must stop the Limited or they will go into the creek."

In another instant he had grasped the lantern and was out of the door. Farmer Burns followed out upon the porch and saw the fast receding light going down the road in the direction of the railroad.

"Well, that beats all," he said. "How in the name of all that's good does he expect to stop the Limited when the Limited comes from the east and he is 'on the west side of the bridge—and he says the bridge is gone, too. He must be crazy."

"Why father, it is half past nine now!"

\* \* \* \* \*

Let us follow Ralph as he made his trip to the railroad to investigate the condition of the railroad bridge. The rain had no terrors for him. He went splashing down the road with trousers turned up until he came to the railroad, then feeling his way step by step and from tie to tie he arrived at the bridge only to see a seething volume of water rushing between the abutments, and timber after timber piling itself against the structure. Then came a black mass that moved swiftly through the water, striking the bridge with a force that shook the ground beneath his feet; then, rising like some

huge monster, it seemed as it raised itself it would crush the structure that held it.

Only for a moment did it stand thus reared up, when another mass of floating wreckage added itself to the burden the bridge was already bearing. Then came a crunching, groaning sound, and the bridge, followed by a mountainous mass, tore from its fastenings and went down the stream. It was then that Ralph thought of the train that was due in a brief half hour. In his mind he had already formed a plan for warning it, and dashed off at full speed toward the home of Farmer Burns. We already know of his arrival there. Having secured a lantern now he sped down the road as fast as his bare feet would carry him. His only fear was that he might fall and extinguish the light he carried. He was fortunate, however, in this respect, for he soon arrived at the point where the bridge had been. He took a hasty look at the situation to assure himself that the terrible catastrophe he had witnessed in the darkness was actually real, then he walked back to the first telegraph pole. Hastily loosening the end of his suspender he placed the bail of the lantern underneath and buttoned it again. He now began to mount the pole. The task was not an easy one, with lantern swinging from side to side, notwithstanding his cleverness as a climber. The rains had made it slippery, and it was only with the utmost effort that he reached the cross-arms.

"Now for the battle," he said. "I can do it in daylight all right, but this slack wire business I haven't got on to yet."

Then with a little prayer for safety and success he began his perilous trip with only a few wires between him and death. As he got out near the middle he felt the wires sag until he seemed to almost touch the water. While clinging to the swaying wires in this position a vivid flash of lightning lighted up the surroundings. He felt a shock that contorted his limbs until he felt himself reel. In another instant he had recovered his hold and remembered having seen the seething waters but a few feet below him.

"Oh, I must not fail now! I must get over," he panted. "I hope it don't light-

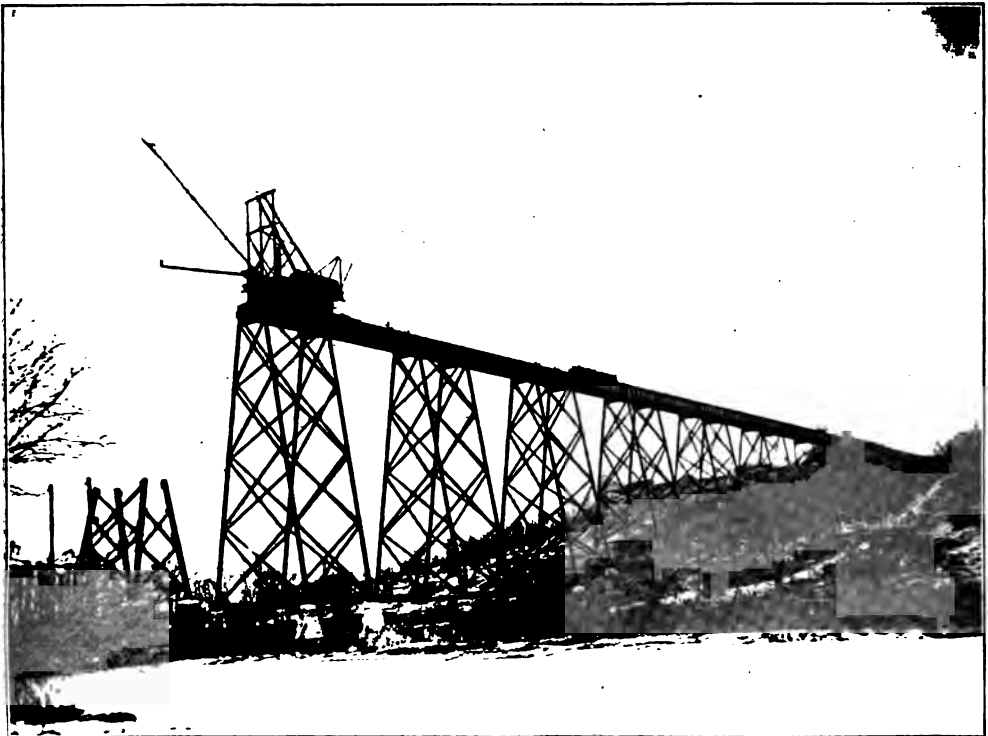
ning any more; that last shock was awful. Now I am going up hill—hope this wire don't break. My! but this old pole leans."

After a heroic effort he at last reached the cross-arm on the first span, with his feet smarting under the cuts of the cruel wires. He rested a moment and peered below him into the darkness.

"There, I'm across the worst place, but there's lots of water below me yet," he said, peering down as he sat astride the cross-arm. "Goodness! It must be pretty high time for the Limited and I know I

efforts with the lapse of each second of time. As he reached the middle of the span he felt the wire beneath his feet slowly descending, and at the same time he heard the whistle of the Limited. He grasped the wire tightly that had served to balance him, but he now felt that too gradually lowering under the strain it was receiving until he realized that he stood in the apex of a triangle and just a few feet above the water.

"I wouldn't care if it is over my head," he said, looking down, "if my lantern



THE GREAT BOONE (IOWA) VIADUCT.

East approach : 185 feet from rails to water.

must get up the track a good ways, for I seen a man running back with a flag once, and he said a fellow couldn't get too far out to be safe. I want to save that train sure, so here goes for another pole."

Ralph's second effort at wire walking was accomplished in a much shorter space of time than his first; first, because he had gained more confidence and greater strength, and second because he felt the increased responsibility resting upon his

don't go out. I am going to drop anyway—something has to be done."

Suiting action with the word, he balanced himself for a second, then hung downward for a second longer with one hand, but holding his lantern high above his head, then dropped. The water, while deep, was not above his head. Ralph struggled up the bank and on to the track, then with incredible speed started up the track toward the approach-

ing train with only the thought in mind to get as far from the bridge as possible.

\* \* \* \* \*

When Ralph began his perilous feat the Limited was standing at Bluff waiting for orders. Tom Reed was on the ground and was "dropping a little ile" here and there, as he expressed himself, "to make things run a little smoother," when Bob White came from the office with orders. Bob had run the Limited for a number of years, and was known as and dubbed "Careful Bob" by all who knew him. Not that other men were not careful, but Bob seemed to divine things by intuition and often took precaution where no necessity for precaution presented itself. Tom Reed was exactly of opposite disposition, yet good luck seemed to follow his reckless runs.

"What orders, Bobby?" he asked, as Conductor White approached.

"Just some messages. Here's one: 'Look out for 54 pulling in at Gretchen.' Here's another: 'Examine Black River bridge before crossing if section men are not on hand.' Here's another: 'Run slow between Belmont and Fedderman; section men report water rising in valley.' And say, Tom, Beaver Creek might be pretty high, although I have never seen very high water there. You might feel your way over that bridge, too," said Careful Bob, going back toward the smoker.

A tap of the bell was answered by Careful Bob giving his lantern a quick, vertical movement and the train pulled out. It was not until the train was well under way and the finger of the gauge pointed to 160 that the fireman looked up.

"What orders did Bob give you besides the slow-ups?" he asked Tom.

"No other orders; here's one about 54 at Gretchen; here's one about Black River in case no section men show up; here's one for a slow-up 'tween Belmont and Fedderman. That's all, except what Bob said about Beaver Creek, and I'll chance that bridge all right. I'm going to take it out of her down the hill and we'll be at Gretchen while we would be feeling our way over Beaver Creek. The 542 is good for 70 miles an hour down this knob, and we'll make up six or seven minutes."

Again the fireman bent to his task, and

as each shovel full of coal was deposited in the spot where the fire seemed lightest there was a dark cloud for an instant only, then sparks would shoot from the stack like meteors, while the sound of the exhausts resembled the roll of a drum. Tom Reed evidently was bent on making up lost time.

Then they shot around a short curve a short distance above the bridge at Beaver Creek and the fireman looked ahead.

"Whoa, Tom! A flag—a reverse signal!" cried the fireman.

There was no need for further warnings. The emergency brake was instantly applied and the manner in which the brakes took hold assured Tom that he had the benefit of two streams of sand upon the rail, but the terrible force of the train was hard to check, and kept shoving along until it seemed that every second they must reach the bridge. At last with a sigh of relief they felt that the train had come to a stop. Water was on all sides of them. By the light of the headlight they could see a yawning gulf before them not farther than 20 feet.

"Beaver Creek bridge is entirely gone," gasped Tom. "What in the world did that man mean by giving us such a short flag. Great God! If the 542 hadn't took hold as she did we would all be in that torrent now."

"It wasn't a man, Tom; it was a boy. I saw him as we passed and his face looked like a ghost's."

"Well, let's see how she stands," said Tom, lighting his torch and swinging to the ground close to the engine and walking ahead.

"Bridge clear gone! Tore the bolts right off where the rails connect and swung the track just a little down stream. We're on the curve of it with the pony trucks now. Heaven! but that was a close shave! Where is that boy now, I wonder?"

At that moment Careful Bob came up.

"What's the matter, Tom? Bridge gone?"

"Well, you needn't guess again."

"Must have got a flag, the way you stopped them?"

"Yes, Ed says it was a boy with a lantern—probably some farmer boy around these parts, but I want to tell you, Bob, I



had no idea this bridge was gone, and I was a 'hittin' them at the tune of seventy miles an hour and steerrin' straight for Gretchen, without any intention of feeling for Beaver Creek Bridge. Yes, I know you told me to feel my way over, and I feel guilty, but I never dreamed that Beaver Creek could get into such raging torrent."

"I am awful glad you got stopped, mister; I was scared to death when you shot past me so fast. I felt sure you would all get drowned."

"Where do you live?"

"Across the creek, sir."

"How did you get over the creek?"

"I climbed a pole on the other side and walked across on the telegraph wires."

"The devil you did! Boy, you are a hero! What is your name?"

"Ralph Quinette."

"Come back into the coach with me, Ralph, and tell me how you ever thought of attempting such a risky piece of business as walking across the creek on the wires. You may as well go with us when



THE GREAT BOONE (IOWA) VIADUCT.  
West approach.

None until that instant had noticed the barefoot, half-drowned, hatless, water-soaked boy who had made his way among them. His condition was indeed one to awaken sympathy, and the men who gazed upon him, at first in speechless amazement, now found their tongues and their warm hearts went out to him, as he stood there with smoky lantern in hand.

"Are you the boy who flagged us?" said Tom.

"Yes, sir."

we back up to Bluff, for you can't cross the creek to go home."

"But Uncle John don't know where I am."

"Who is Uncle John?"

"John Burns, the farmer who lives up yonder on the hill. My mother was Mrs. Burns' only sister, and she is dead, so I live with them."

At that moment a voice was heard hailing them from beyond the bridge:

"Halloo, there! Anything wrong?"

"That's Uncle John's voice," said

Ralph, eagerly. "Halloo, Uncle John! I'm all right, and so is the train. They want me to go with them to Bluff, 'cause the bridge is washed away and I can't get across. He says he will bring me back all right. You don't care, do you?"

"Well, seeing as there ain't any way of getting you over here you might as well go, but tell them I'll pay 'em for your keeping."

"Your money will not be good, Mr. Burns. This boy has risked his life to save this train, by climbing a telegraph pole on your side of the creek and walked over on the wires and flagged us in time to stop. We cannot do too much to show our appreciation of him."

"Well, I am proud of him. Take him along."

The run back to Bluff was slow, in view of the fact that great care was necessary in backing the train after night. The long silence after the train had become overdue at Gretchen, filled the operators, dispatchers and officials with considerable apprehension. When the train failed to arrive at Gretchen after an hour's waiting, and during which time the dispatchers had asked several times if it were coming, it was decided that the Limited had met disaster in some form, and the officials were called from their homes to the office. A relief train was being arranged when the distant whistle of a locomotive was heard from the direction the Limited had gone. As those about the station collected upon the track to await the coming of the train they saw the light of a lantern that was being borne by someone approaching them. It was Bob White's flagman.

Superintendent Haskins advanced to meet him.

"What's wrong, Belmont?"

"Beaver Creek bridge washed away. I met a farmer's boy on my way back who said he flagged us. I guess the train is all right, for I hear them coming. I came right along up the hill when the boy said the bridge was gone."

Then came some hurried instructions regarding the movement of trains along the line, which transformed the dispatcher's office into a busy scene. In a few moments the Limited was standing at the station, and Careful Bob, accompanied

by Ralph, who still held to his smoky lantern, advanced to the office. As they approached, Superintendent Haskins glanced at the sad specimen of humanity at Bob's side and said:

"Where did you pick up this passenger, Bob?"

Then followed Bob's recital of all that occurred at the bridge. An interested group had collected to hear the thrilling narrative, and when Bob had concluded, Ralph was a hero in the eyes of every person present. Some enthusiastic passenger among those who had become aware that something out of the usual order was transpiring when the train came to a sudden stop at the bridge and its consequent backing up, was among number who heard Bob's recital of Ralph's heroic feat and suggested that those present show some testimonial of their appreciation by making up a purse. While this was being carried out one of the number approached Ralph and said:

"What did you say your name is?"

"Ralph Quinette, sir."

"You are a farmer's son, you say?"

"No, sir; my uncle is a farmer; my father is dead. He was a slack-wire performer and acrobat during his life. I guess that was what put it into my head to cross the creek on the telegraph wires, for I often used to stretch Uncle John's haying rope across the barnyard and practice walking it; so, when I found the bridge gone I just climbed a pole and walked over on the wires. But that wasn't hard to do until the wires got to sagging down in the middle. But after all it ain't nothing to make such a fuss about as you people think," said Ralph, modestly.

"What was your father's name?"

"Walter Quinette. He went under the name of Prof. Retlaw Quinette on the boards, sir."

"Well, Ralph, my boy, your father was my friend. I am the owner of Washburn & Newell's Great International Circus. Here is my card.

JOHN WASHBURN.

"I have some papers in my possession that belong to you as his heir. Several years ago when we were touring the west-

es he asked me to invest for him  
usand dollars in mining stocks,  
ppeared to me at the time as a  
vestment. Together we went into  
y predictions have been fulfilled.  
ount of your father's share, as  
by the Western Mining and Mill-  
pany, is a half-million dollars.  
en unable until now to locate any

"A half million dollars and a half interest in the Humbolt Mine. I will also act as his guardian and give him the same advantages as if he were my own son until he shall reach his majority. Ralph, do you accept my proposition?"

"Yes, sir."

There was a moment's silence, then a cheer went up that was deafening.



THE GREAT BOONE (IOWA) VIADUCT.  
Front of east approach.

relatives of your father, and it  
me that I can turn over to Walter  
e's son what would have been his  
lived."  
s time a well-filled purse had been  
and as the collector approached  
shburn, he said:  
, Mr. Washburn, what will you

"We will accept the amount you have raised," said Mr. Washburn, "and with your permission I will have it converted into a medal upon which shall be engraved the name of the hero who this night saved our lives at Beaver Creek Bridge. As many as favor this resolution will say aye."

The vote was unanimous.



# THE GREAT BOONE VIADUCT.

W. C. ARMSTRONG.

Most prominent among the numerous improvements being made by the Chicago & Northwestern Railway Company in Iowa, is the large double track steel viaduct being built across the Des Moines river on its new short line between Boone and Ogden. The building of this structure has been in contemplation ever since the road was first constructed across this part of the state; but it was only a few years ago that the necessity of a better line crossing this valley became so urgent that its construction could no longer be delayed.

The enterprise has been given wide publicity, and the magnitude of the undertaking has been in many instances over-estimated. A great deal of pride is naturally felt in this structure by local residents, and it is but natural that they should desire to describe it in distinctive terms. Hence it is often said that in this respect it is the greatest bridge in the world; in that respect it excels all others. These expressions are very often misleading. To be sure it is a high bridge; but there are many higher ones. It is also a long bridge; but there are others still longer. What then are its unique features? To answer this it will be necessary first to say a few words descriptive of its general design.

The type of structure is that commonly known among engineers as the viaduct. This type of construction is usually employed in carrying traffic over a deep and wide chasm in which the question of waterway is only of secondary importance, and in which economy and safety are about the only limits placed upon the designer. The viaduct consists of a number of plate or lattice girder spans supported upon braced towers—usually a short span from thirty to fifty feet in length alternating with a longer one of from sixty to ninety feet.

Conceive a number of four-legged stools placed in a row about three or four feet apart, and a number of boards of that length reaching from one stool to another, and you have the typical viaduct. Each stool represents a braced tower. Cor-

responding to the four legs of the stool are the four steel columns of the tower which are braced together each way very much as the legs of the stool are. The top or seat of the stool represents the shorter girder span; while the board joining two consecutive stools corresponds to the longer girder span.

In this bridge the spans forming the tops of the towers are 45 feet long; while those spanning the space between two towers are 75 feet. Not all of this bridge, however, is of the viaduct type; for across the channel of the river is a truss span 300 feet in length. The viaduct proper forms that part of the structure extending from the ends of this truss span across the valley to the adjoining bluffs.

Each girder span in the viaduct is similar to the short bridges spanning small streams and presents no unusual features. The towers, upon which these girders rest are of ordinary construction, and hence present no difficult engineering features aside from the danger attending erection work at so great a height. It will readily be seen that any number of these spans with the towers supporting them can be as easily built as a single one; the multiplication of spans only adding to the time, quantity of material and expense. Therefore, the length of such a bridge adds nothing to the magnitude of the enterprise so far as the problems of engineering are concerned. Length in a bridge of this kind is not such a factor as it is in a long single span bridge. The engineering problems presented in the great arch bridge across the Mississippi River at St. Louis, the famous suspension bridge at Brooklyn, or the wonderful cantilever bridge across the Frith of Fourth in Scotland, are immensely more difficult than in any railway viaduct in existence.

In order to make a comparison of this structure with other existing structures it will be necessary to compare it only with those of its kind; otherwise the comparison would have no significance. I will only attempt to make a direct comparison with three other viaducts. Com-

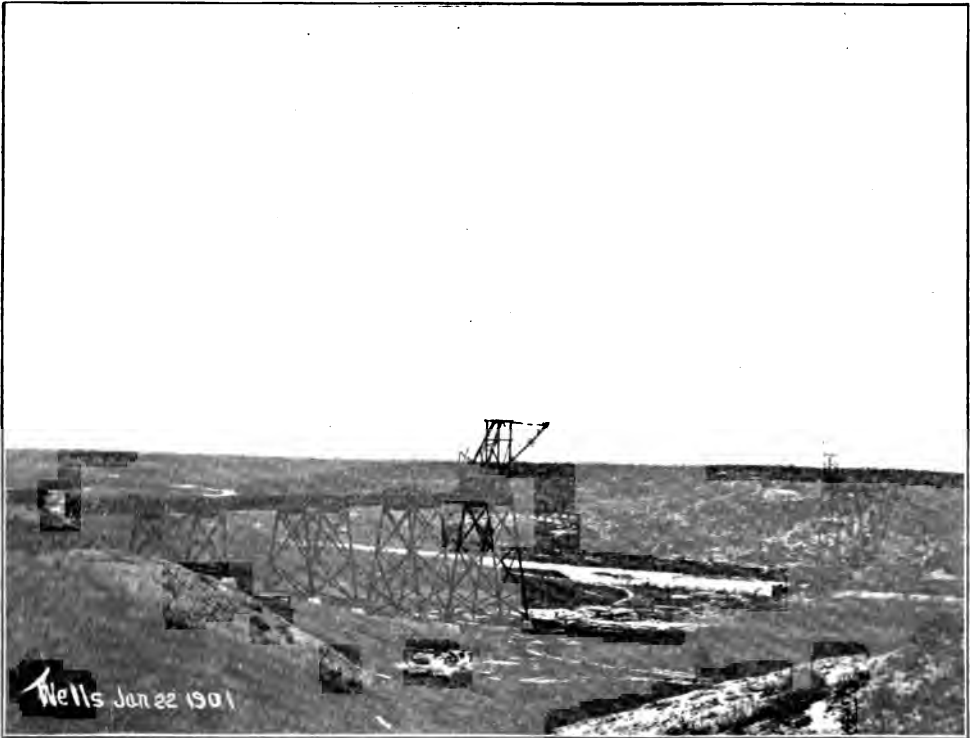
parative figures are given in the following tabular form, all dimensions being given in feet:

	Kinzua.	Loa.	Pecos.	Des M.
Length.....	2,050	800	2,180	2,685
Height above water.....	302	336	321	185
Greatest width at base.....	103	124	90	70
Width at grade.....	18	13	16	27
Number of tracks.....	1	1	1	2
Tons of metal.....	1,400	1,115	1,820	5,680

The Kinzua viaduct carries the New York, Lake Erie & Western Ry. over the Kinzua creek in eastern Pennsylvania. It was built in 1882 and is now being replaced with a new structure. The Loa

There is one other structure with which comparison in a general way can be made. It is the only double track viaduct which approaches our bridge in dimensions, but as it is constructed on such widely different lines, the comparison can only be general. It is known as the Crumlin Viaduct and is situated on the Taff Vale extension railway in South Wales. It is 1,500 feet long, 200 feet high and contains about 3,000 tons of metal. It is a double track structure and was built in 1857.

The cost of a structure is generally a fair measure of its magnitude. And



THE GREAT BOONE (IOWA) VIADUCT.  
West side looking east.

viaduct is on the Antofagasta Ry. in Bolivia, and was built by English engineers in 1889. In design it was patterned very much after the Kinzua structure. The Pecos viaduct carries the Southern Pacific Ry. over the Pecos river in Texas. It was built in 1892. All three of these viaducts are for single track—the Loa being a narrow gauge track. They were all built at a time when lighter engines and train loads were in use than at the present time, and are therefore lighter in construction.

when we consider the fact that the great Forth bridge in Scotland cost over \$8,000,000, while the cost of ours will fall far below \$1,000,000, we feel that our structure is dwarfed into comparative insignificance. But if comparison is only made with other viaducts, I think in view of its great height, the immense amount of material used in its construction, and the fact that it carries two tracks and is designed for the heaviest modern engines and train loads, that it can be conservatively referred to as "one of the greatest viaducts in the world," and the "greatest double track viaduct."

# THE FLAGGING OF THE CANNON BALL.

BY ELMORE ELLIOTT PEAKE.

[In National Labor Tribune.]

McNeely, superintendent, formed the center of a circle of dark, moody faces. His own face was the darkest and moodiest of them all. Thoughtfully chewing the end of his cigar, once more glanced over the brief telegraphic story of the wreck of southbound freight No. 34 by the striking miners at Coalport, and the death of Engineer John Powers—held against his firebox by the tender. It was too much. With purple, quivering cheeks he ground out between his teeth a series of low, choking and infuriated curses against the "black Hungarian fiends."

Then he as suddenly burst into tears.

"Oh, my God, these six little girls of John's—and Nannie!" he groaned.

That was his way—first curses, then tears; and that was why every man on the division either feared or loved Timothy McNeely.

A grizzled man in uniform came walking down the platform. The little group of trainmen made a motion to dissolve, and that rather hurriedly; but McNeely turned and met the newcomer half way. It was Conductor Billy Powers, brother of Engineer John Powers, and he had not heard.

The man saw the superintendent speak to Billy; they saw the latter turn a sickly yellow and lean heavily against a truck; a moment later they heard him expostulating with the superintendent, and knew that he wanted to take out his train as usual; then they saw him walk sorrowfully away and knew that he had gone to tell Nannie that her children were fatherless.

Just beyond the main line tracks a "bobtailed" local train had just pulled in on the Eagle River Branch. Its little forty-ton locomotive was panting and sweating as though it had made a historic run instead of dawdling along through clover fields, as it had in fact, at twenty miles an hour, stopping at every country store and shrieking itself hoarse at every by-road which chanced to cross its path. A young man in civilian clothes, except the blue trousers of the railroad uniform, got down from the baggage car of this

train, took a short cut across a patch of dusty, sunburnt weeds, and approached the office building. McNeely met him at the edge of the platform.

"Larry, I want you to take out the Cannon Ball tonight."

The young Branch conductor could not have stopped more suddenly had the superintendent presented a pistol at his breast or asked him to hold down the general manager's chair for a week or two. It must be a joke of some kind, and maybe a grim one. McNeely had been known to perform some very unpleasant duties in a jocular way. Therefore Larry Madden pressed his hat a little tighter over his red curls—that braced him a little—thought just once of the little home he had bought for Nora and the baby and paid the first installment upon, and then looked up at his superior with his bold blue eyes, as if to ask, "Well, what have I done?"

It was no joke he saw then. When McNeely had explained and Larry realized that he had been asked to fill the place of the veteran conductor of the division and take out the world-famous Cannon Ball, the pride and the darling of the road, he—what did he do? He said, "All right, sir." Momentarily forgetting dead John Powers, he felt an impulse to throw up his hat and run into the dispatcher's office and telegraph the glorious news to Nora, who was visiting her mother at Coalport—that same Coalport in which "34" had come to grief. The superintendent's next words sobered him a little.

"Billy's place is with Nannie tonight. But if it wasn't I wouldn't expect any man to keep his nerve over rails wet with his brother's blood—I do expect the man to keep his nerve who takes the Cannon Ball out. Especially do I expect it tonight, for I look for nothing less than trouble. And I wouldn't envy the man who brought her in late, even if the angel that headed off Balaam's ass stuck his sword in a tie and called a halt. So it's barely possible I ain't doing you so much



of a favor after all." He gave Madden a sharp look out of his little gray eyes. He seemed to be satisfied with what he saw, for he added encouragingly, "but if that train goes through on time tonight, Larry, I have an idea that you won't bob-tail it much longer on the Branch."

McNeely turned and entered the building. The Cannon Ball was due in fifteen minutes, and he knew that Madden would be ready. "Larry Madden takes out Number One tonight," he said to the train dispatcher. As the latter looked up

stone upon the road. Restless passengers were stretching their legs alongside the train. Conductor Larry Madden and Engineer Hank Moody were comparing watches. Above them, fresh from the round-house, but already panting with excitement and roaring within like distant wind storm towered the mountain of iron and steel known as a modern passenger locomotive—one hundred and thirty five tons of dead weight, yet animated by an energy—divine or demonical, according to circumstance—sufficient to hurl it and its



FRONT VIEW OF SHINMEI TEMPLE, SHIBA, JAPAN.

with the least surprise the superintendent added complacently, "If ever I write my memoirs I shall begin something like this: 'Success in the operating department depends largely on the ability to read men.'"

A truck load of trunks was being loaded into the baggage car of the Cannon Ball, and greasy men with flaring torches—it was already twilight in the car shed—were clanging her wheels with hammers. They were looking for cracks—cracks containing destruction and death—but they worked as stolidly as men breaking

heavy train through space like a colossal shaft of granite from the hand of a giant.

The last trunk was shot into the car with rivet-starting violence, and Larry called out "Aboard!" Then with another glance at his watch—the Cannon Ball had to start on time and not a second before—and a final look in either direction, he raised his lantern to the waiting engineer. The long, varnished line of wheeled palaces with their twinkling lights moved slowly, smoothly, silently ahead; the young Irishman who ten years before was climbing over sleety box cars while other

people slept, for forty dollars a month, stepped aboard and came into dominion over some four-hundred fellow beings and a ninety thousand dollar train.

It was a train upon whose punctuality unnumbered thousands, far away on remote connecting lines, depended as they depended upon the rising of the sun. In the dim light of the morning some farmer, per chance, with a weeping, red-eyed girl by his side, would urge his horse a little faster toward the lonely station; some fireman would crowd his firebox a little fuller; some great ship on the distant Pacific coast would load a little faster—all because they believed the Cannon Ball would be on time.

Others nearer believed in her, too. The passengers inside—smoking, reading, lolling in their luxurious seats or fastidiously picking among the delicacies of a repast fit for kings—believed in her. They rested secure in the hands of a great system. But what, in fact, was that system, officials and all, once the Cannon Ball was turned loose into the night? A lonely switchman was here and there, with the key of life or death in his pocket, according as he was, sober or drunk, awake or asleep; a man called an operator, with trained lightning at his fingers' ends; the smooth-faced young fellow who called for tickets in a respectful but authoritative tone, and swiftly checked and punched and tore off coupons, and scanned dim date-stamps and looked for the blur of scalpers' acids, and patiently answered a hundred useless questions; the heavy-set man in the cab, whose hand rested upon the trembling reverse lever and whose eye looked straight ahead into the yellow, dancing glow of the headlight, beyond which lay a black, unknown gulf as full of terrors as the valley of the shadow of death.

At Leamington the operator reported all quiet at Coalport and the other affected mining towns; and Larry, now that the danger to the Cannon Ball seemed remote, telegraphed Nora. His train was due at Coalport at 10:10 and he knew that Nora would be at the window waiting for his lantern signal from the rear of the train and ready to answer it with her lamp. It was a little thing, but it made him happy.

A throng of through passengers got on at Leamington—the junction point with the Southwestern division—and Larry was thirty minutes in working through the train. Hot and tired—he had been on duty since 8 in the morning—he stepped out on the rear platform and bared his throbbing brow to the intruding air. It was a night for banshees, as his grandmother at Ballyshannon would have said. The sky wore a black, scowling face, and low on the horizon the lightning was leaping up in noiseless, impish flashes.

While he looked, the train shot by a great black object close to the track. It was the first coal chute of the Black Diamond district. It seemed to remind Larry of something, for he grasped his lantern firmly, set his lips in a way that Nora had seldom seen, and went forward. In the third car ahead he stopped at a section occupied by a well-dressed young woman with a most remarkable head of yellow hair and great, blue, seraphic eyes. She was evidently expecting him as were also the occupants of the neighboring sections, for she started nervously at his approach.

"Madam, have you found your ticket yet?" he asked, in a cold, official tone.

"I have not, and I cannot!" the young woman exclaimed, arching her faultless brows in distress.

"Nor your money?"

"I had no money, I told you."

Larry scrutinized her for a moment sharply, steadily and unblushingly. Her blue eyes shown as clearly as if lighted with fire from the altar of Truth.

"Then I shall have to put you off," he said. His lips closed as conclusively as the jaws of a steel trap.

"Alone—in the dark—in this storm—in the woods?" she cried, in terror.

"That is my duty."

As he reached for the bell-cord she clapped her handkerchief to her face and broke into the most piteous sobs. There was plenty of slack in the cord between Larry Madden's hand and Hank Moody's bell, and Larry would have lost a month's wages rather than take up that slack and ring the bell. But who could know this? Certainly not the sobbing woman. Certainly not the big, determined looking man who suddenly sprang to his feet.



ing man," he cried, in a voice g with indignation, "if you put helpless woman off I go with her, y fortune is at her disposal to ute this road for your inhuman t."

y knew that the man was big and ined only by his voice, for he did his eyes from the bowed, yellow "Once more, madam, will you he repeated, and pulled the cord foot.

ifted her beautiful, tearful face in

hurried down the aisle after him. "Conductor, I want to beg your pardon," he began, in a voice audible to everybody in the car. "You knew your business better than I did——"

He got no further, for the next moment he was sprawling on the floor. A terrible shudder was running through the train; the wheels beneath angrily ground the rails; passengers shot forward into other passengers' laps; hats, umbrellas and grips mysteriously shook off their inertia and began a forward movement. Several



PHOTOGRAPHERS' SHOPS AT ASAKUSA PARK, JAPAN.

appeal, but the freckled hand upon d came down still another foot, e indignant passengers held their for the whistle of the air. The oment they fairly gasped. The woman dashed away her sham and burst into a ringing laugh; urning up the bottom of her rich he drew a roll of bills from a cun- contrived pocket.

w much to Springfield, Mr. Con- " she asked, in the tone of one nows how to play a losing game uanimity.

Larry moved away the big man

women shrieked, expecting instant death, but Larry Madden knew that it was only an emergency stop.

Two colored porters, the first brakeman, the fireman and the conductor reached the ground at about the same instant. Twenty seconds later they stood at the head of the engine and saw by the light of the lanterns—the headlight was far above—that the pilot had come to a rest six inches from a dark, murderous-looking heap of ties laid across the rails.

There was no confusion or hesitation. One of the brakemen ran ahead to examine the immediate track: the remainder

of the little force instantly attacked the obstruction. Tie after tie was thrown into the ditch, and the work was half done when a spattering of shots suddenly rang out from the dark embankment above. There was just an instant's halt—an instant's threatening of a stampede; then Larry Madden, who had swung towards the assassin's cover, swung back again as quickly and took hold of another tie, with Engineer Moody at the other end.

In less than a minute, perhaps, the track was clear, and Hank Moody climbed back to his high seat. He had discovered the obstruction by a timely flash of lightning. There might very easily be another obstruction ahead; there would hardly be another flash. But this trifling consideration did not alter the fact that he had five minutes lost time to make up, and that nothing short of eighty miles an hour would do it. No wonder his hair was gray at forty.

Madden reached for the handrail of the smoker as the train moved by him, but for some reason missed it. Then he tried for the chair car, and missed that. Shifting his lantern, he tried for the first sleeper—the second—the third—was he bewitched?—and caught it. It happened to be the car containing the fair imposter and her doughty champion.

"What were those pistol shots, Conductor?" asked the latter, as Larry entered.

For answer Conductor Madden reeled, threw his lantern from him with a tan-  
 gle of shattered glass, and fell upon his face, showing the nearest passengers a blood-stain on the back of his coat.

\* \* \* \* \*

Nora sat at the window of her childhood home. Near her, in the gloom—it was too hot for a lamp—sat her old mother, nodding drowsily. The little girl lay on a cot in the corner, asleep. The cottage stood alone, the last outpost of the village. A stone's throw from the window a lonely switch lamp glowed in the darkness like a sleepless eye; beyond this loomed the black bodies of a string of box cars.

As Nora bent over the window sill, with her dark hair in loose, heavy coils on her bare neck, and looked at the steel bands which led to Brandywine and home and

Larry, her eyes shone with a soft, liquid light. For a long time she said nothing.

"He's just about going to bed now mither," she murmured at last.

"Sure and he might be doin' worse," answered the old woman drowsily, closing her eyes again.

"He's looking into the baby's crib, now and wishing she was there," continued the young mother softly, as much to herself as to the other.

"He's wishin' more for its mither."

Nora's dark eyes suddenly filled with tears. She was not unhappy. It was only because she loved him, and was not with him. The next moment she stole across the room, and, kneeling, laid her lips to the sleeping child's, and held them there while its regular, warm, sweet breath played upon her cheek. It was almost like kissing Larry.

Her mother soon went to bed, but Nora still sat at the window and watched the lidless, red eye of the switch lamp. Down the track a little way, toward the station loomed a dark mass. Sometimes she watched this instead of the lamp. It was an ugly, shapeless mass, like some great stricken, dead thing. It was a dead thing—several of them. At the bottom of the heap lay a dead locomotive, flat on its back, with its round feet stiff and motionless in the air, like some noble charger dead on the field of battle. On top of it lay another locomotive, gashed and battered and crushed out of all semblance to its kind. On top of this, still, a box car grotesquely balanced itself. Not long before there had yet been another dead thing in the heap, but it now lay in the silent baggage room, under a sheet. Engineer John Powers, it had been.

That awful crash and the agonized cries of the dying man, rapidly growing fainter and fainter, still rang in Nora's ears, and her eyes turned again and again, in a kind of fascination, toward the ghastly spectacle. How her heart swelled at the thought that it was not Larry who lay so still in the station. And how trivial seemed her tears of a moment before compared with those of the woman now mourning the loss of her little ones' father! Sometimes Larry had grumbled at his run on the Branch as being out of the line of promotion. She thanked God to

night that his run was on the Branch. There was no ruthless miners there.

At the sound of rapid footsteps coming up the track Nora turned her head in a listening attitude; and when a man vaulted over the low paling fence she arose with a thumping heart. Since the wreck her heart had thumped at every unusual sight or sound. The next moment, though, she recognized her brother, a "student" at Coalport station, and doing a night turn—to his great delight—during the present troubled times.

"What is it, Mickey?" called Nora softly, so as not to waken her mother. "Aren't you on tonight?"

"Hooray! Larry's on the Cannon Ball!" shouted the lad exultantly. "He just telegraphed from Leamington, and he'll wave at you from the rear car." And before she fairly understood he was gone.

Nora stood bewildered for a moment, and then, thinking only of the hideous pile of wreckage, ran to her mother's room. "Mither! Mither!" she cried; "Larry's on the Cannon Ball."

"Who told ye?" demanded the old lady.

"Mickey. Larry telegraphed from Leamington."

"Sure ye ought to be proud of the b'y, then."

"I am, I am. But—oh, mither, the miners!" her voice broke, and laying her head upon the pillow, she clung shivering to her mother.

But not for long. In a moment she laughed at her foolish fears, and kissing her mother good night again, returned to the sitting room. She lighted a lamp, so that she could see the clock, and sat down to wait. Half an hour had passed, and she had lost herself in reveries, when she suddenly started up and bent forward. Her quick ear had caught some sound. Straining into the darkness, she made out two loaded flat cars, which had stood on the gravel pit siding all day, moving slowly and almost noiselessly down the gentle grade. They reached the switch, rattled their trucks a little as they jolted over the connections, and passed on to the main line. There they stopped, through no visible human agency, like two sharp-spined monsters lying in wait for their prey. Then all was still again—as still as death.

Several seconds passed before Nora grasped the full significance of what had happened. When she did grasp it, when she realized that the Cannon Ball was coming on to destruction, it seemed as if her mind must sink under its burden. To scream for her mother, to run to the station and give the alarm, to rush out and with her frail body try to push the flats back—these futile thoughts first flashed through her brain. Then her stout Irish heart girded itself for its task.

Leaping to her feet, she glanced at the clock. The wreckers had timed their work well. The Cannon Ball was due in seven minutes. Without the loss of an instant, Nora snatched the matches from the little tin safe on the wall, slipped out into the darkness, crossed the little garden, and plunged into a cornfield beyond. To elude any watching miners, she crept along in a crouching position for a hundred yards or more, close to the fence. Now she paused to harken for the distant roar of the train; now she hurried desperately on. The sharp blades of the corn cut her face and hands; the blackberry bushes tore her clothes and cruelly raked her ankles; but she knew nothing of it. And it was not breath, but time, precious time that she panted for.

At the end of the cornfield, she attempted to crawl through the barb-wire fence into the right-of-way. The delay was maddening. The tenacious barbs locked themselves in her hair, snarled her skirts and pierced her stockings. But at last she tore herself free with a cry of pain and ran down the steep bank to the track. To muffle her footfalls she kept in the grass along the roadbed, and sped blindly through the darkness. Twenty yards further on she stepped into a hole, pitched forward and fell heavily upon her face. The concussion sent the matches flying from her clenched hand.

For a moment she lay half senseless; then struggling to her knees, she groped fiercely, madly, in the grass for the precious matches. She found half of them drenched with dew. Arising dizzily, she stepped between the rails and staggered on. Still stunned, momentarily expecting the train in front, fearing pursuit from behind and unable to see, she broke into a panic stricken flight. She stumbled

and fell half a dozen times in as many rods, bruising her body and gashing her hands, but clutching her matches in a desperate grip. Once, falling at full length, she struck her shoulder against a rail, and believed she had broken it. Blindly crossing a cattle-guard, a little further on, she slipped on a treacherous footing, and one of her limbs passed between the ties as far up as her knees. Wrenching the blistered member out, with a little whimper, she limped on and passed the companion guard in safety.

Here she paused, well-nigh exhausted; and, looking backward, listened for sounds of pursuit. There were none. The night was still and peaceful as if strikes and wrecks and deeds of blood were but dim memories of a barbaric past; the stars burned softly overhead; a farm house on a neighboring slope slept in darkness.

She turned. Far, far up the track she saw a twinkling light, not unlike a bright star upon the horizon. It was the Cannon Ball. Though it seemed motionless, like a star, she knew that it was, also like a star, sweeping grandly, majestically along in its appointed course, unconscious of danger ahead. She alone stood between it and the death-trap behind her. If the matches should fail to burn! If she should faint! If—she shook off the horrible fears. Laughing, crying, wringing her hands, swaying dizzily, whispering Larry's name over and over to keep from going mad, she loosened her petticoat, stepped out of it, seized it and—waited.

She waited until the star up the track had become a round faced moon, until the rails at her feet were humming like bees in clover; then she stooped to kindle the signal. The first match failed upon the wet rail. The second broke off short. The third flared brightly for an instant and went out. With a cry that must have reached and touched the hearts of the watching host above—"O God!"—she struck the fourth. It crackled—fizzled—sputtered with dampness—then flamed brightly up. A moment later Nora was waving her blazing petticoat in the air.

It seemed an eternity before two short blasts of the whistle announced that the

signal was seen. Even then the blinding headlight seemed to lose none of its speed, but continued to sweep along with the irresistibility of a lost comet. But it was only seeming. The ponderous machine thundered by Nora, shaking the earth, struggling nobly with its awful momentum and throwing a blue stream of fire from each locked driver. Nora felt its hot breath, saw the fireman hanging from his window far above, and then—marvel of air!—the train was at rest. Fifteen seconds later she found herself the centre of a circle of eager faces lighted by a flaring torch—the soot-streaked engineer, his pallid fireman, the black porters and others.

"Where's Larry?"

Her voice rang out sharp and clear. For an instant there was silence; then a voice answered, "He's inside, ma'am."

"Inside!" she cried, turning so quickly that the speaker fell back a little. "With his train flagged down? Then he's dead."

"Not dead, ma'am, but hurt," answered the spokesman.

It was the rear brakeman. Without further words he led her to the drawing-room in which Larry lay. A professional-looking man in his shirt sleeves stood by the berth.

"Tell him at once, madam, what has happened," said the physician.

Nora knelt to do so, taking Larry's nerveless hand in hers. To hear better, he turned his head a little. The act uncovered a pink spot upon the pillow where his lips had lain. Nora turned pale, but told her story unflinching and to the point. Larry listened silently and then motioned the waiting brakeman nearer.

"Push flats down to station—sidetrack 'em there. Tell operator—my wife make run with me—tell her mother. Quick!"

The slow, labored words, the dull eyes, the tired, dropping lids, were too much for Nora; and laying one arm tenderly across her stricken husband's body, she hid her face in the sheet and began to sob. Larry laid his hand upon the dark, disheveled head and looked appealingly at the physician.

"Madam," said the doctor, "he won't consent to be put off. The ride won't do him any good, but I think the care he'll get in Springfield will offset that. He's



going to live—I'll stake my reputation. He's the kind that lives."

The occupants of the drawing-room had scarcely spoken for an hour and a half. The only sound was the dull roar of the wheels as the train plunged through the night. The doctor was dozing; Nora was watching Larry; Larry, with sleepless eyes, was watching her—her and the door. At the sound of a step his face brightened. It was the brakeman.

"On time, sir!" he said.

Larry smiled, closed his eyes, and slept.

The Cannon Ball ran under the Springfield shed at 12:17. While friends, parents and children were being restored to one another's anxious arms—the news had been wired ahead—and while reporters

were busy with their pencils among the notables, an ambulance quietly drew away from the rear of the train. In it lay Larry Madden. A hack followed. In it were Nora Madden and the doctor. Two figures were left—the rear brakeman and a greasy, stout individual in overalls. The greasy, stout individual was Hank Moody, and he had just made a large, circular notch with his teeth in a brown-colored plug of something, which he carefully returned to his hip pocket. Then he turned a thoughtful eye upon the overcoat heavens. Was he thinking by how little his spirit had twice that night escaped a flight through the great vault?

"Rain before morning, Eddy. Good-bye!" was what he said.



## INTERESTING INFORMATION.

The editor of the British and South African Export Gazette has been stirring up the British and South African public on the fact that American manufacturers are making rapid headway in the markets of Africa. In a letter to the leading publication in London, and republished in the British and South African Export Gazette of November, 1900, just received by the Treasury Bureau of Statistics, he says:

"For the information of your readers, I append herewith a lengthy list of some orders lately executed, or now being executed in America for Cape Colony. My data may not be exact as to quantities, etc., but the fact remains that such orders have been, or are in process of being, executed:

"In December, 1897, American makers had in hand orders for 60 saloon carriages for the equipment of the eastern section of the Cape Government railway, and in that month six 50-ton locomotives were delivered at the Cape Government railway works from the Baldwin works of Messrs. Burnham, Williams & Co., Philadelphia.

"In March, 1896, six improved Pullman cars were landed at Cape Town for the Cape Government railway.

"In July, 1900, several Baldwin locomotives were delivered at Cape Town in part completion of Cape Government contracts. In that month, according to the general manager of the Cape Government railways, there were still 39 engines and about 160,000 pounds sterling worth of trucks and other rolling stock on order in England and America. Four engines, built by Messrs. Dickson & Co., Philadelphia, for the Selati railway, have been acquired by the Cape Government, and are now running on the Wynberg branch.

"In September, 1900, the Union Switch and Signal Co., of Pittsburg, U. S. A., had in hand a large order for special frogs and switches for the Cape Government railways, and several side tank engines from the Baldwin works were daily expected to be delivered at Cape Town for the railways.

"In September, 1900, the Pressed Steel Car Co., of Pittsburg, U. S. A., had in hand an order for the Cape Government railways for several steel platform cars of 40 tons capacity.

"Apart from these items it is significant that for the year ending June 30, 1890, the United States of America shipped 40,691 tons of steel rails to South

Africa (value 160,000 pound sterling), as against 3,105 tons (value 13,141 pounds sterling) in the previous year. In the estimates of the Cape Government for the current year the sum of 645,802 pounds sterling is put down for rolling stock, locomotives, etc., but nothing is, of course, said as to where these large orders will be placed.

"I do not altogether blame the Cape Colony for thus diverting a large share of its orders to other countries, for it is notorious, as Sir Walter Peace has remarked, that, as time is now the essence of the contract, British engineering firms have been and are unable to accept them, the work already in hand being more than they can overtake. Price, too, is an important factor, and especially is this so with railway material, locomotives and trucks, which cost considerably less in the United States than in the United Kingdom. It is, however, impossible to overlook the fact that many important orders have gone to America from the Cape that could have been placed in this country had efforts been made to this end; and, rightly or wrongly, a suspicion exists in the minds of manufacturers that is entirely due to the anti-British tendencies of some of the Cape's officials. Whatever the reason, the Empire at large will agree that it is disgraceful other countries should reap the advantage of the unparalleled sacrifices we have made in the Boer war; and while admitting that governments, like individuals, must be guided by business prudence, it will certainly be lamentable if every effort be not strained to check the tendency to favor the foreign manufacturer at the expense of his British competitors.

There is one way whereby the tender system leads to the diversion of orders to America, even despite the good intentions of the Colonial Government. This is in case where no stipulations are inserted in the contracts that the material employed shall be ordered of British manufacturers. Quite recently an order for rails for a natal municipality found its way to the Lorain Steel Co., Johnstown, Pa., in this way—wholly, it is permissible to believe, against the intentions of the municipal authorities, and possibly against the intentions of the contractors,

who had probably based their estimate on the lower American cost."

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The rapid growth of the exports of boots and shoes from the United States is attracting the attention of the manufacturing world and of the representatives in the United States of the manufacturing countries of the world. The British commercial agent in the United States has forwarded to his home government a statement regarding the exportation of boots and shoes from the United States, in which he cites the figures relating to our exports to the United Kingdom, British West Indies, Australasia and Africa, and says: "A glance at these figures will show how American-made boots and shoes are being pushed with success in places where British-made goods ought to have practically the monopoly."

This report, a copy of which has reached the Treasury Bureau of Statistics through the British Board of Trade Journal, shows that the exports of boots and shoes during the twelve months ending December 31, 1900, to the United Kingdom, British West Indies, British Australasia and British Africa from the United States have grown from £142,328 in 1898 to £323,308 in 1899, and £426,124 in 1900 and that the exports of a similar character from the United Kingdom to British West Indies, British Australasia and South Africa have slightly decreased meantime, being in 1898, £1,092,094; in 1899, £1,001,927, and in 1900, £1,075,478.

Commenting on this growth of American sales in British territory and absence of growth of British sales in the same territory, the report says:

"Why this state of affairs should be possible is not, at first sight, quite clear. It means, either the American made article is cheaper than the British made one, or that it is of better quality. Taking it for granted that the British boots and shoes are not inferior to those of America, there must be some important reason why the latter should cost less than the former. That America is a large exporter of leather to the United Kingdom shows that they can manufacture it cheaper. Considering that so much of the raw material has to be imported into

United States by the tanners, there is no reason why leather should not be manufactured as cheap or cheaper in the United Kingdom. This applies especially to the finer qualities such as patent-leather, glazed kid, and others. There is no doubt that as far as certain classes are concerned, America possesses considerable natural advantages. There are plentiful supplies of suitable bark growing in the different parts of the country, and the tanneries have been established at no great distance from it. The black bark, which is that most used for making sole leather, is obtained from the trees situated in the States of Wisconsin and Michigan. It is also found in New York State and Pennsylvania, but its supply is rapidly diminishing. For making the finer qualities of leather chemicals and extracts are used, a large quantity of which is imported.

The United States is a large importer of hides. There were imported during the year ended December 31, 1900, 57,924 hides, valued at £10,748,007, of which 152,792,232, valued at £3,815,987, were hides of cattle which pay import duty of 15 per cent ad valorem, and 69,366, valued at £3,960,320, were goat hides, which are admitted free of duty. The total imports, 124,255,264, valued at £13,707, came from Europe, and 6,212, valued at £2,191,451, came from the Indies.

Those in the trade will doubtless be inclined to say whether the disadvantages of having to import this quantity of hides, and bringing them from such great distances, by paying 15 per cent duty, paying higher wages than are customary in Europe, and heavy railway and steamer charges, are compensated for by getting cheaper bark; if not, there must be some improvement in the process of tanning that enables the American tanners to compete with other countries in their own markets. Needless to say, only the latest improvements in the general process of tanning are employed in the United States. It is the use of so much improved machinery that enables the American manufacturer to turn out such large quantities, and do it so cheaply.

American manufacturers are going to make a bid for the South American boot

trade, as well as the European and Colonial. There is also some talk of an American factory being started in the City of Mexico.

"Practically the whole of the boots and shoes made in the United States came formerly from the factories situated in the east, Boston being the center. Later, however, tanneries have sprung up further west, about Chicago especially, so as to be near the supply of hemlock bark. The boot and shoe factories have naturally followed suit, and consequently a considerable portion of the trade has been taken out of the hands of eastern makers, and they in turn have been obliged to look for other markets where they can dispose of their goods. It is therefore from that quarter that British manufacturers must look for the severest competition. It has been suggested that a combination of American manufacturers should erect in different parts of the world large warehouses in which could be stored the different kinds and sizes of boots and shoes so that retailers could replenish their stocks as often and when they required it. The advantages of such a plan, should it be carried out, would be considerable."

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A picture of the world's commerce in 1900 is presented in some figures just published by the Treasury Bureau of Statistics as a part of the monthly summary of commerce and finance. It shows the imports and exports of twenty of the principal countries of the world down to the latest attainable date, in many cases including the final month for the year 1900. The figures in most cases are for that portion of the fiscal year which had expired at the latest date for which the figures can be obtained, and compare the imports and exports of this latest term in question with the corresponding months of the preceding fiscal year, showing the increase or decrease of imports or exports in each case.

The figures are especially interesting in the opportunity which they offer to compare the present condition of the commerce of the various countries with that of one year ago, and to compare the growth of our own commerce with that of other countries. In the latter opportu-

nity the figures are particularly gratifying. They show that the exports of the United States in the seven months ending with January, 1901, increased just \$100,000,000 over the corresponding months of the preceding fiscal year, while those of the United Kingdom in the same months increased just \$50,000,000 over the corresponding months of the preceding year. Germany's increase in exports for the twelve months ending with December is \$49,000,000 over the year 1899, while France shows a decrease of \$14,000,000 in 1900 as compared with the year 1899. Argentina, during the nine months ending with September, 1900, shows an increase of \$5,000,000 in exports over the same months of the preceding year; Austria-Hungary, in the calendar year 1900, shows an increase of \$10,000,000 over 1899; Belgium shows a decrease of \$12,000,000 in the calendar year 1900, compared with 1899; Canada, for the five months ending with November, shows an increase of \$12,000,000; Mexico, in the four months ending with October, an increase of \$4,500,000; Russia, in the ten months ending with October, an increase of \$38,000,000; British India, in the seven months ending with October, a decrease of \$15,000,000; Italy in the eleven months ending with November, a decrease of \$16,000,000; and Spain, in the eleven months ending with November, 1900, a decrease of \$6,000,000.

Turning to the import side, the figures also show a satisfactory condition with reference to the United States, as compared with that of the other countries presented. In the seven months ending with January, 1901, the imports into the United States were \$28,000,000 less than those of the same months of the preceding fiscal year, while those of the United Kingdom in that time showed an increase of \$27,000,000. Austria-Hungary shows in the full year 1900 an increase in imports of \$15,000,000; Belgium, for the same period, a decrease of \$10,000,000; France, in the full year 1900, a decrease of \$22,000,000; Germany, in the same period, an increase of \$18,000,000; Italy, in the eleven months ending with November; an increase of \$10,000,000; Mexico, in the four months ending with October, an increase of \$2,000,000 over the corresponding

months of the preceding year; and Spain in the eleven months ending with November, a decrease of \$5,000,000 as compared with the same months of 1899. For the seven months ending with July, 1900, the Philippine Islands show an increase in imports of over \$2,000,000, and in exports of nearly \$6,000,000.

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The commercial record of the United States in the calendar year 1900 will surpass that of any preceding year, both in exports and in the excess of exports over imports, or "favorable balance of trade," as this excess is usually termed. The imports will be slightly below those of one or two preceding years, and when considered in their relation to population, show a smaller importation for each individual than at almost any other period in many years. Basing the estimate for the year upon the eleven months' actual figures already received by the Treasury Bureau of Statistics, it seems probable that the exports of the calendar year 1900 will reach about \$1,470,000,000 and the imports \$825,000,000, making the excess of exports over imports, or favorable balance of trade, \$645,000,000, a sum greater by \$25,000,000 than that of any preceding year. It is only since 1873 that the exports have with any regularity exceeded the imports or produced the favorable balance of trade which has almost continuously characterized our commerce during the last quarter of a century. Yet it remained for the closing year of the century to present not only the highest figures of exports, but the highest record of excess of exports over imports, or favorable balance of trade in the history of our commerce.

Considering the exports alone, it may be said that for the calendar year 1900 they will be double those of the calendar year 1883, three times those of 1872, four times those of 1863, and five times as much as in 1869. On the import side the figures are less imposing. They will aggregate for the year about \$825,000,000, against \$840,000,000 in the calendar year 1892, when they reached the high-water mark of the century's imports.

Considering the commerce from the per capita standpoint, the contrast between the import and export figures is even

re phenomenal. Following the records of our commerce back to 1870, it is found that the imports when considered in the light of the actual population, have decreased rather than increased, while the per capita of exports has enormously increased. In 1870 the population was 38,558, and the imports \$461,132,058, an average per capita of \$11.96. In 1880 and 1890 the per capita was a little over \$13; in 1895 it had risen to \$11.47, and in 1900 will be about \$10.00. This shows a slight decrease per capita comparing 1900 with 1870, and a gradual decrease comparing 1900 with 1880 or 1890. On the export side the increase is even more striking. In 1870 the exports per capita amounted to \$10.46; in 1880, to \$12.26; in 1890, to \$13.69, and in 1900 will be about \$19.42. Thus the imports show since 1870 a slight reduction per capita, while the exports have almost doubled per capita during the same period.

Considering the question of excess of exports over imports, or favorable balance of trade, from the per capita standpoint, the development is startling. In 1870 imports exceeded exports by \$57,546, and the excess of imports over exports amounted to \$1.50 per capita. By 1880 the balance had turned in our favor, and amounted to only seventeen cents per capita. By 1885 it amounted to \$1.79 per capita, and in 1900 will amount to about \$3.00 per capita. Thus in the thirty years the balance of trade has gone from a surplus quantity of \$1.50 per capita to a deficit quantity of \$8.50 per capita.

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Nearly a half million people from other parts of the world have come into the United States during the year 1900, seeking permanent homes. The details of the immigration during the ten months ending with October, gathered by the Immigration Bureau and published by the Bureau of Statistics, indicate that the immigration for the calendar year will reach about 460,000. Of this number,

more than 100,000 come from Austria-Hungary, another 100,000 from Italy, and nearly another 100,000 from Russia; while the United Kingdom furnishes more than 50,000, of which number 40,000 are from Ireland. Of the 460,000 immigrants, fully 450,000 come from Europe, while but about 4,000, or less than one per cent, come from the tropics.

The indisposition of man in his migrations to select a colder country than that to which he has been accustomed, is distinctly perceptible in the history of our immigration. In all the years in which detailed records of the country of origin of the millions of immigrants who have come into the United States have been carefully kept, the tropics have seldom sent an average of more than one per cent of the people seeking permanent homes in the United States. This fact is especially emphasized, however, by the record of the year just ended, since it offers the first opportunity to observe whether or not the citizens of the islands now controlled by the United States, indicate a disposition to transfer their residence to this country. The fact that during that year the immigration from Oceanica, India, Arabia, Africa, South America, Central America and the West Indies—combined—the entire tropical territory of the world—amounts to less than 4,000 people, or less than one per cent of the total immigration, indicates the unwillingness of the average citizen of tropical lands to transfer his residence to even so mild a climate as that which the southern part of the United States offers. The further fact that during the year 1900 the total number of immigrants coming from the Hawaiian and Philippine Islands into the United States was less than 250, indicates still further the unpopularity of a climate such as our own, even when joined with the material prosperity such as exists in no other part of the world, with natives of the tropics.



Here is the face of my lady,  
Her face with its smile divine;  
Her eyes with their grave intentness,  
And their shy, proud look at mine.  
O mouth, you are firm yet tender,  
Your tones may be cold or mild;

You may keep back a daring lover,  
Yet comfort a grieving child.

You are pure and fair as the lilies;  
You are bright as the July sun;  
You are grave and gay by flashes;  
You are woman and saint in one.

—F. M. CARTER.

# MAMMA'S PICTURE.

BY CLÉO M'CANN, (Age 14.)

"Mother, rest assured I will not be captured. I wanted to see you and could not resist the temptation to come."

"Yes, my dear Alvan, I am glad to see you, but I do not want you to place yourself in danger for my sake."

The last speaker was a thin, pale woman about fifty years of age. She had been dangerously ill for many weeks, and her son, a confederate spy, had come home to see her for the last time, and he sat quietly by the bedside holding the thin, white hand.

A tall girl of nineteen entered bearing a tray of delicacies for the sick woman. Her eyes were large and brown, and her hair fell in nut-brown ringlets far below her waist. She looked like a fairy as she flitted about arranging things for the comfort of the invalid.

"I have prepared something for you here mamma, which I wish you will try to eat. Brother Alvan will assist you," she said, arranging the pillows under her head and kissing her mother tenderly.

Alvan and Lorraine were orphans. Their father, a lieutenant in the confederate service, had lost his life in battle, and they were now alone. Alvan had taken up the hazardous duty of a spy and was even now being hunted as he sat within his own home attending the wants of his mother. He realized the great danger he was incurring in thus coming to his home, but love of mother and sister were too deep to keep him away.

"Sister," said Alvan, "take good care of mother, and if it is God's will He may spare her to us a little longer."

Lorraine had often said, "Oh, Alvan, if you should be captured and shot as a spy it would break my heart."

Scarcely had he finished speaking when a squad of federal soldiers rode up to the door. Quick as a flash Lorraine sprang up, seized a gun and planted herself in the doorway. She knew the sentence of a spy was death.

She now saw her brother was in great danger, and she determined to help him as best she could.

Major Russell, who was in command of the squad, bowed and said his soldiers

were to search the house for a confederate spy. Three soldiers started to enter, but the brave girl raised her gun and said:

"Advance and I fire; my mother is lying sick and it would frighten her to see your soldiers in the house."

The soldiers heeded her not, but unwisely started to enter. The girl fired; the bullet whizzed close to Major Russell's head and buried itself in the trunk of an old tree. He called the soldiers back; they withdrew to a short distance to decide upon some strategetic course. Of course the soldiers could easily have overpowered her, but they were too honorable to treat a woman in that manner. Lorraine stood firmly, with the gun in her hand, her dark eyes flashing threateningly. Just then a faint moan came from the bed; the girl, forgetting the soldiers, dropped the gun and sprang to her mother's bedside. Major Russell and another officer then entered. The mother inquired why they were there, and Lorraine told her they were two tired, hungry soldiers, who stopped for food.

The officer searched the house without finding the spy, for he had escaped while Lorraine was so bravely barring the soldiers' entrance.

Alvan had carried his sister's portrait in his pocket ever since he had joined the army, but decided not to carry it any longer.

"For, if I am captured the Yankee soldiers shall never carry my sister's picture," he said to Lorraine, as he laid it on the table.

Major Russell's eye fell on this portrait, and while the daughter was bending over the sick mother he hurriedly slipped it into his pocket. The search proving unsuccessful he and his soldiers took their departure.

Several years afterward Lorraine, while visiting friends in the north, met Major Russell. Her eyes were dark and passionate as ever, but instead of the childish beauty, her face had assumed a more stately dignity. One day he showed her the picture and told her how he had gained possession of it.



"I have carried it all these years and looked at the sweet face every day. I will never marry anyone but this girl. I loved her madly from the moment I first saw her. I can never forget those dark, expressive eyes when she said, 'advance and I fire.'"

One day as Lorraine's visit was drawing to a close, she went for a ramble in the woods. Major Russell met her, and as they strolled along she told him she was going to return home. He told her how sorry he was, and then, he never could remember how it came about, he again told her how he loved her. "My life will be but a blank if you refuse to become my wife."

Lorraine had long admired him, in fact ever since the day that her bullet came so near to ending his career, and now

that his devotion was so marked in the keeping of her picture, her whole heart went out to him, and, as you may imagine, she did not refuse.

They lived in a delightful southern home. Alvan, the spy, lived with his wife and baby near them. Lorraine was blessed with two children, a boy, whom they named Alvan, and a girl Lorraine. Major Russell said little Lorraine had the same dark eyes of her mother that had defied the soldiers. He would take Alvan and Lorraine upon either knee and tell them stories. They never tired of hearing the story of mamma's picture, and he never tired of telling it. When Major Russell was away from home or busy, they would go to Uncle Alvan's and he would tell them his adventures as a spy.



## STEALING A RAILROAD.

"Did you ever hear of a man stealing and carrying away a railroad, or did you ever know that a railroad in Wisconsin was once stolen and carried away?" asked Edward Barber, an early day railroad man of Wisconsin, and now the well known real estate dealer of Milwaukee.

"Well, I was very much of an interested spectator of the stealing of a railroad in Wisconsin in the early days of struggling railroad enterprises, and as one of the officials of the fated road, I was compelled to stand alongside of the right of way and see our railroad picked up and hauled away—a genuine case of stealing—and it was all done before the company could get out any legal papers to stop it, because the road was stolen on Sunday."

It was along in 1859 that the railroad enterprise known as the Wisconsin Central Railway Company had its beginning in Illinois and Wisconsin. Its projectors were capitalists interested in both states, and the plan was to construct and operate a line of railroad from Elgin, Ill. to Lake Geneva, and from the latter point to Whitewater and Jefferson, Wis. The original projectors secured and paid for the right of way from Elgin to the Wis-

consin state line and from the boundary to Jefferson, and later up as far as Columbus, in this state. The road, constructed by "scrap iron" placed on scantling run lengthwise, like the original tramways in England, was completed and operated from Elgin to Geneva. No attempt was made at extension for some time, but later the enterprise was taken hold of by New York capitalists, headed by Euclid Chadsey and others, and an effort was at once made to construct the road to Jefferson and Whitewater from Geneva.

The new promoters issued one million dollars in bonds, which were in addition to the farm and town bonds already issued and sold for the benefit of the enterprise. A contract was then made with the Canadian railway construction firm George F. Harris & Co. Harris immediately came to Wisconsin from Canada, bringing with him a large outfit, consisting of steam shovels, experienced workmen, etc., and started in in dead earnest. He secured W. H. Bradford, now a well known retired citizen of Milwaukee, as his private secretary.

About the same time the new owners

ordered 1,200 tons of English "T" rail, to be delivered in Milwaukee. These rails were finally unloaded at the dock at Milwaukee in bond, and the secretary of the road, Edward Barber, was called upon by Collector of Customs Gottleib Weiss to plank down \$12,000 in gold as duty on the "foreign iron." Harris went to work grading the road from Geneva north, and did some heavy cutting through the Whitewater bluffs and on through to Jefferson, where he put in a bridge over the Rock River, to connect the road with the Northwestern line. The English rails were taken to Whitewater and laid for a distance of about two miles, making a spur from the Milwaukee and Mississippi road.

The rumors of war depressed business, capitalists became timid and hard times set in, and the companies with completed roads found it very hard to make both ends meet, to say nothing of the prospect for new enterprises. The bonds of the Central would not sell, and its funds got low. Harris had a big bill due on work faithfully performed. The company met and decided to give him the bonds to see what he could do with them. He could do nothing, of course, and the company is still in his debt. He wanted his money, and his men were clamoring for their pay.

One bright Sunday morning some one reported to the chief engineer of the road, Frederick Starin, that a long train of flat cars had arrived at Whitewater junction, and that the trainmen had broken the switchlocks on the track connecting the Milwaukee & Mississippi and the Wisconsin Central's two miles of spur. Starin got the secretary, Edward Barber, and both hastened to the scene to learn just what was up. They found their contrac-

tor, Harris, in charge of the train, and he had a big crew of his men with him. He ran his "special" up to the far end of the road, two miles beyond the junction, and there, on that beautiful Sunday morning, when courts were not in session and injunctions could not be had, his gang proceeded systematically to load the Wisconsin Central railroad on his special train—ties, rails and all. The men would take up and place a section of the road on the flat cars and the train would then retreat far enough to give the men a chance to work on the next section, thus taking up the track in the wake of the train until all of the two miles of railroad were on board. Then Contractor-Conductor Harris gave the signal and his train, with its load of English rails, pulled out on the main line of the Milwaukee & Mississippi and disappeared around a curve.

"What did we do?" exclaimed Secretary Barber. "Well, what could we do? Harris had our road aboard his train; it was Sunday, and, besides, he had a big gang of Irishmen with him and we decided under the circumstances to let him steal the road. We knew he could not get his money, and we did not blame him much. As his train passed us with our railroad on board he smiled graciously at us and waved a good by. We never saw Harris after that. The remainder of our railroad in Illinois gradually disappeared also; we never knew how or where. But the right of way is still there—paid for. In later years Edwin H. Abbot and George Esterly of Whitewater, the inventor of the Esterly reaper and header, made an effort to revive the project, but without success, and it was never built.—Milwaukee Evening Wisconsin:



## REDEEMING LOVE.

BY C. H. B.

It was a beautiful day in the early spring time; the warm, penetrating rays of an April sun, mingled with frequent showers, called forth from Mother Earth the first signs of life shown in the tiny blade of grass, the budding leaf, the

snow-drop and the fragrant violet giving its sweet perfume freely and gladly to all; cheering sad hearts and making more joyful the glad. These sweet wild flowers are often called God's smile. They appear to look up into God's face

thank Him that their mission is to bring joy and gladness into other lives thus become a benediction. Down the meadow the lark and robin are singing forth their notes of praise, their throats almost bursting with their and joyous notes. The cooing, cooing doves are heard, filling all hearts with thoughts of love, peace and happiness and the brightness and sweetness of the gloriousness of the resurrected life on earth brings the thought of how our human nature should thus respond to God's call to a new and better life—the true life, the true life of the soul that can never die. The body, like the leaves on a tree, must fade and die, but the soul lives through all eternity. As all nature responds to newness of life and brings forth a bud and blossom, fruit and flower, the grand possibilities are opened to a newly-awakened soul by the same divine Spirit. With these thoughts filling her heart and mind, and thus uplifting her soul, a young school teacher in a small town in Kansas hastily boarded an accommodation train for her home, some twenty miles distant. She was in an unusually thoughtful mood, as she compared the April sun and showers' influence over Mother Earth. With the power of divine love to draw from the human heart, first the blade, then the ear, then the full corn in the ear, with insight born of the Spirit she reasoned in this way: "One love in one human being could kindle the spark of divinity that had lain dormant in the soul of another. I had experienced such a sense of this in her own heart that she longed to let it overflow into every life with whom she came in contact. The conductor coming in just then aroused her from her reverie and as she returned his cordial greeting—for they had long been friends—she thought of how careful and anxious he was to have his passengers reach their destination in safety. Was she as anxious for his soul to reach its eternal destination as safely? She had not thought so at before, but *now* her eyes were opened and she could see—and when God opens one's eyes strange things occur. She again looked about her at the few passengers and she saw, sitting behind the stove, on a stool, a young man who

looked pale and sick; his great brown eyes seemed to say: "No one cares for my soul." Her great, loving, tender, mother-heart responded to that appealing look—they were such tender, piteous, beseeching eyes, that seemed to search her heart seeking help, and her very soul went out in answer to that pleading look. The conductor coming in just then she asked him who that poor sick man was. He replied, "Oh, that is Harry B—, an old friend of mine, who used to brake for me, but who has been laying off with typhoid fever;" adding, "I would like to introduce you to him, if you have no objection." Could she object? No! For her whole soul was awakened in answer to his beseeching look, and so an acquaintance began between those two souls—whom God in His own way and for His own glory brought together here that they might journey this life together—not only here but hereafter. From time to time they met, as he was soon able to take a train out himself, and then he began to see that this woman was different from other women of his acquaintance, and he felt her power over him was uplifting and of a higher source than of the society in which he moved, and he began to long for this higher life that was found in her. He felt he was not good enough for her, and with true humility, like the prodigal of old, he said: "I am not worthy, but my love for you bids me come and cast myself on your mercy." What was her answer? With the Father's love abiding in her she saw the promise of what was to come—the promise of a complete manhood through the power of human and divine love. She understood his faults and weaknesses, as well as she did her own, but through them all, underneath them all, she saw him growing day by day nearer to her ideal of him—what she felt was best in him—and she was not afraid to trust her happiness into his keeping, and lifting up her soul to God, she said: "Dear Lord, I thank thee for giving me this precious soul, to love and to lead to Thee." Then, turning to him she, with her pure love, took him as a mother does a wayward child close to her heart, with the same intense yearning for the higher life for him that she had attained—and he left his world for her's,

and all things were changed and become new—and as he clasped her to his heart after she had been pronounced his “until death,” a sadness seemed to come over him and the shadow of the cross flitted over the glad scene—he alone saw it, she in her gladness and happiness saw only the present, with its great joy, as she repeated over and over again: “Mine, and mine forever;” for had she not loved the soul as well as the body of this man God had given to her. So, through all eternity he was her’s, for God, not man, had made them one. Together they began to fight the tempter in whatever form he presented himself—and with her to rejoice when he overcame and to grieve if he fell—was ever an inspiration to him to be strong and of good courage, and to daily depend, as she did, for help from the loving Elder Brother, who was tempted on all “points” as we are, but yet he overcame all temptation and became our example.

In course of time “a charge to keep” was given them that they were to be an example to a little child, pure and clean from God’s hands, given to be moulded like clay in a parent’s hands—fitted for the Master’s use. What a responsibility to care for a precious human soul entrusted to us in the beginning. It was a glad but solemn day when the father, looking into the face of his little son, realized the hopes and ambitions that his parents had when first they looked into his baby eyes, and so he resolved to help his boy to be what he wished he had always been. Day by day and night by night when out on his long runs thoughts of the wife and boy drew him nearer to God, as he would realize their need of protection, and he would lift up his eyes to the starry heavens and cry out: “God, our Father, be with my loved ones; grant them Thy protecting care!” They, in turn, were asking the Father to watch over him and bring him safely home again. And thus the years flew by—happy, bright, joyous years! “Only the sorrows of others cast their shadows over them.” But into each life some rain must fall, some days must be dark and drear—and he, after escaping from a head-end collision with scarcely more than a shock, felt that God was indeed

merciful and a prayer—hearing and answering God. So, again, he drew nearer Him, and felt his dear ones more precious still. But the shadow of the cross was not removed, and from the effects of that shock a disease settled on him which all human skill could not cure. Still he trusted in God and hoped and prayed to live for Grace and the boy. God heard and prolonged the precious life until he had made provision for those he loved. He would say, when the boys remonstrated with him against working in his condition: “I must make a dollar for Grace and the boy while I can.” Bravely he fought the battle of life and the inroads his disease was making until at last he could fight no longer. He could only say, with quivering lips. “Thy will, not mine.” He had said it years before when he would be disappointed in his plans or in business, but only a brave hero as he was could have marked in his bible (the book he learned to love above all others) these words: “The cup which my father hath given me shall I not drink it?” Perfect submission! A love divine! What more is required of man to reign with Thee? As he drew nearer the valley and shadow of death he often spoke of “the boys,” of their good, kind deeds—not of their faults—and looking up he said, “there goes the last train.” Then folding the dear, frail hands he said, “Oh, God bless the dear wife, enable her to bear the burden cast upon her; bless the dear son, make him a comfort and blessing to his mother; bless the dear Brothers,” and the shadow of death slowly crept across the loved face and the precious soul redeemed by love went up to God—his crowning day had come—and to him was said, “Well done good and faithful servant.” “He that overcometh shall inherit all things.”

The cross still lingers casting its shadows over the home, the dear ones still trying to say, “Thy will, not mine,” just as bravely as he said it—the thought of the redeemed soul alone brings comfort—As at the marriage altar, so at the funeral bier, came the same sweet, inspiring thought, “Mine and mine forever.”

“Yea, tho’ they pass to the silent unknown  
Once and forever, our own are our own.  
Once and forever, O promise divine  
The soul I have loved is eternally mine.”

# ST OF DELEGATES AND ALTERNATES

## TO THE 28TH SESSION OF THE GRAND DIVISION.

LOCATION.	DELEGATE.	ALTERNATE.
Chicago, Ill.	Lacey, W. J.	Winslow, J. M.
Buffalo, N. Y.	Keating, J.	Newton, A. V.
St. Louis, Mo.	Flory, Jos.	Hartel, F. D.
Marshalltown, Ia.	Hinebaugh, A.	Williams, N. A.
Baltimore, Md.	Hoffmeier, F. F.	Simpers, R. L.
Battle Creek, Mich.	Martin, C. R.	Allison, E. C.
Houston, Tex.	Hoover, R. M.	Donovan, J. J.
Rochester, N. Y.	Welch, J. H.	Grace, John
Elmira, N. Y.	Rothwell, J. A.	Lynch, T.
Sayre, Pa.	Dunfee, B. F.	O'Brien, M.
Newton, Kas.	Conway, D. C.	Rees, I. W.
Scranton, Pa.	Finerty, John	Frounfelker, A.
St. Thomas, Ont.	Lordan, Jerry	Cowley, F. W.
Cleveland, O.	Davidson, C. A.	Fullam, A. H.
Stratford, Ont.	Hamilton, J. D.	Hushim, M. D.
London, Ont.	Harshaw, A. C.	Wiley, W. G.
Toronto, Ont.	Gray, W. J.	Mitchell, C.
Temple, Tex.	Chase, J. M.	Campbell, F.
Elkhart, Ind.	Huntley, G. W.	Robinson, H. P.
Collinwood, O.	Pierce, R. W.	Matteson, F. S.
Creston, Ia.	Farrell, J. B.	Reynolds, J. T.
Mason City, Ia.	Warner, Geo.	Nelson, A.
Shamokin, Pa.	Miller, S. E.	Reppard, M. L.
St. Albans, Vt.	Dunbar, H. A.	Remington, C.
Ogdensburg, N. Y.	Bentley, W. H.	Sweetman, J. L.
Toledo, O.	Osborne, B. F.	Clinger, G. W.
Hamilton, Ont.	Williams, J. H.	Oldfield, J. E.
Atchison, Kan.	Shumway, H. E.	Kelly, J. J.
Ottawa, Ont.	Yule, R. F.	Sproule, H.
Springfield, Mo.	Welsh, J. L.	Fisk, J. M.
Burlington, Ia.	Houke, J. L.	Robinson, R. W.
Meadville, Pa.	Haugh, M.	Eagan, P. W.
Clinton, Ia.	Knight, W. F.	Oakes, N. J.
Boone, Ia.	Parkin, W. B.	Wooster, S. M.
North Platte, Neb.	Mecomber, S. C.	Morgan, H. N.
Pueblo, Colo.	Marlow, B. J.	Hamilton, A. D.
Phillipsburg, N. J.	Phipps, S.	Hummer, W. A.
Des Moines, Ia.	Hayden, W. H.	O'Brien, L. C.
Hannibal, Mo.	Maloy, F. A.	Hinwood, B. H.
St. Paul, Minn.	Condit, J. D.	Powers, H. D.
Blue Island, Ill.	Coffey, W. M.	Young, C. L.
Trenton, Mo.	Morris, J. R.	Ginn, H.
E. Syracuse, N. Y.	Sticht, A. C.	
Denver, Colo.	Harris, H.	Pond, J. E.
Oneonta, N. Y.	Humphrey, R. V.	Kearney, J. K.
Milwaukee, Wis.	Durbin, H. F.	Sykes, S.
Winnipeg, Man.	Downing, W.	Sutton, H. W.
Detroit, Mich.	Jones, J. W.	Padgett, I.
Moberly, Mo.	O'Donnell, J. F.	Nebergall, J. H.
Hartford, Conn.	Wallace, W. J.	Brigham, C. S.
Tyrone, Pa.	Taylor, W. S.	Moore, E. P.
Port Jervis, N. Y.	Boughner, C. L.	McKnight, J. L.
Denison, Tex.	Dolan, J. H.	Kirkpatrick, W.
New York City	Heitzman, C. F.	Hall, A. J.
Kansas City, Mo.	Welch, W.	King, J. W.
Albany, N. Y.	Kelley, C. M. C.	Gray, J. E.
Ft. Worth, Tex.	Bogert, M. S.	Starling, J. A.
Cedar Rapids, Ia.	Washburn, F. S.	Francis, W. D.
Texarkana, Ark.	Burke, A. L.	Nicholas, S. F.
Sedalia, Mo.	Miller, W. E.	Campbell, C. R.
La Crosse, Wis.	Burns, J. H.	Curtis, R. C.
Lyndonville, Vt.	McLane, J. C.	Brown, E. H.
Durango, Colo.	Lowe, R. A.	Lyons, I. J.

NO.	LOCATION.	DELEGATE.	ALTERNATE.
64	Erie, Pa.	Beigle, F.	Fleming, T.
65	Pittston, Pa.	Mathews, W. G.	Kintz, M.
66	Portland, Me.	Sears, F. B.	Cahill, S. S.
67	Waterloo, Ia.	Van Vleck, L.	Kelley, G. D.
68	Baraboo, Wis.	Burghart, D. G.	Ward, W.
69	El Paso, Tex.	Stockwell, W. M.	Lockart, C. K.
70	E. Las Vegas, N. M.	Cunningham, J. B.	Davidson, R.
71	Columbus, Ga.	Sullivan, M. J.	Malone, W. A.
72	Fargo, N. D.	Tuffs, R.	Neal, V. R.
73	Ashtabula, O.	Chapin, A. H.	Harvey, V. P.
74	Decatur, Ill.	Patterson, J. Q.	Vincent, F. W.
75	Montreal, Que.	Connelly, I.	Jones, A.
76	San Antonio, Tex.	Waid, G. S.	
77	Palestine, Tex.	Galloway, W. C.	Barefield, S. B.
78	Savanna, Ill.	Cornelius, F. B.	Downs, M. D.
79	Peoria, Ill.	Donley, W. W.	Nelson, J. R.
80	Montreal, Que.	Boyle, J. H.	Connor, E. A.
81	Beardstown, Ill.	McCarthy, D. I.	Post, F.
82	Madison, Wis.	Fitzgerald, D. M.	Mills, H. B.
83	Galesburg, Ill.	Smith, C. E.	Fuhrman, C.
84	Perry, Ia.	Hayward, W. C.	Ward, H. P.
85	Winslow, A. T.	Pinney, E. A.	Hill, C. D.
86	Escanaba, Mich.	Robertson, Wm.	Shaeffer, G. B.
87	Bloomington, Ill.	Ayers, O. H.	Wolfe, L. A.
88	Ennis, Tex.	McCarty, D.	Telfair, J. S.
89	Louisville, Ky.	McKenney, H. C.	Fort, R.
90	Waseca, Minn.	Gunn, E. S.	House, J. M.
91	Portland, Ore.	Crocker, J. W.	
92	Terre Haute, Ind.	Arthur, C. H.	Boley, L.
93	Ft. Dodge, Ia.	McGonagle, J. A.	Roper, F. E.
94	Winnemucca, Nev.	Colter, W. L.	Dorsey, J.
95	McCook, Neb.	Beale, H. A.	Morris, J.
96	Aurora, Ill.	Davis, W. A.	White, A. G.
97	Roodhouse, Ill.	Burdick, C. H.	Deyo, P. G.
98	Montgomery, Ala.	Dillard, W. T.	Hammond, N. A.
99	Montevideo, Minn.	Aggas, C. R.	Crooker, W. G.
100	Columbus, O.	Merrick, W. J.	Sharp, G. C.
101	Mattoon, Ill.	Thomas, F. S.	Blakeley, H. F.
102	Grand Rapids, Mich.	Mooney, J. F.	Clark, T. M.
103	Indianapolis, Ind.	McClintock, J. H.	Waldron, G. M.
104	Middletown, N. Y.	Faulkner, Wm.	Kirby, O. P.
105	Meridian, Miss.	Teter, A. J.	Lloyd, G. A.
106	Rock Island, Ill.	Archer, M. F.	Goble, D. H.
107	Cincinnati, O.	Fox, W. A.	Marman, M. J.
108	New Orleans, La.	Jewett, T. J.	Moales, E. M.
109	Gallon, O.	Sweeney, D.	Hoot, D. W.
110	Logansport, Ind.	Fairman, J. W.	Gall, J. M.
111	Los Angeles, Cal.	Stewart, C. R.	Tracy, J. D.
112	Centralia, Ill.	Aitken, J. B.	Deveny, W. A.
113	Chicago, Ill.	Sughrue, F. D.	Mullen, P. L.
114	Pittsburg, Pa.	Walters, J.	Vance, G. E.
115	San Francisco, Cal.	Murray, A. B.	Plant, R. H.
116	Tyler, Tex.	Haynes, J. C.	Cannon, D. D.
117	Minneapolis, Minn.	Miles, G. M.	Lindsay, A.
118	Streator, Ill.	Larimer, J. A.	Kimball, F. W.
119	Ft. Wayne, Ind.	Evans, R. B.	Wells, J. M.
120	Huntington, Ind.	Heavey, J. J.	Rail, W. C.
121	Huron, S. D.	Nash, A. M.	Rowley, B. K.
122	Boston, Mass.	Fitzgerald, J. E.	Coyne, W. J.
123	Macon, Ga.	Holt, W. F.	Ellis, W. W.
124	Ogden, Ut.	Charter, H. I.	White, A. M.
125	Peru, Ind.	Scott, J. E.	Thornburg, C. H.
126	Omaha, Neb.	Wilcox, W. S.	Rogers, E. L.
127	Danville, Ill.	Stevenson, W.	De Witt, F. C.
128	Cheyenne, Wyo.	Woodmansee, E. D.	Hoyt, F. A.
129	Hallstead, Pa.	Duffy, M. J.	Van Wormer, C.
130	Quebec, Que.	Reynolds, E.	Walker, G.
131	Little Rock, Ark.	Barkman, J. S.	Osborne, J. E.
132	Salida, Colo.	Cook, D. P.	Clark, W. D.



NO.	LOCATION.	DELEGATE.	ALTERNATE.
133	Bowling Green, Ky.	Molan, C. C.	Stebbins, J. W.
134	Bellevue, O.	Harper, G. S.	Bell, B. F.
135	Nashville, Tenn.	Sims, C. O.	Billings, W. N.
136	Huntington, W. Va.	Williamson, R. H.	Colter, J. W.
137	Osawatimie, Kan.	Root, D. E.	Meany, J. B.
138	Garrett, Ind.	McCullough, S. B.	Miller, R. N.
139	Knoxville, Tenn.	Connor, C. W.	Ragsdale, R. B.
140	Hinton, W. Va.	Echols, W. F.	Riddleberger, A.
141	St. Joseph, Mo.	Miller, I. N.	Servoss, W. S.
142	Rawlins, Wyo.	Burns, H. M.	Darrell, R.
143	Harrisburg, Pa.	Eastright, A. H.	Snyder, C. B.
144	Derry Station, Pa.	Gipson, D. E.	Bennett, J. R.
145	Conneaut, O.	Peters, W. E.	Bickers, A. N.
146	Fitchburg, Mass.	Bondreau, J. N.	Wiley, A. A.
147	Easton, Pa.	David, E.	Sunderland, E.
148	Chattanooga, Tenn.	Mitchell, T. M.	Paul, G. A.
149	Jackson, Tenn.	Anderson, W. T.	Morgan, J. D.
150	Utica, N. Y.	McCormick, A.	Moore, F. P.
151	Monett, Mo.	Shipley, W. H.	Farrow, J. S.
152	Richmond, Va.	Harris, W. L.	Herndon, J. B.
153	Mauch Chunk, Pa.	Mumbower, E.	Campbell, W. S.
154	Binghamton, N. Y.	Connors, P. J.	Tewksberry, F. E.
155	Syracuse, N. Y.	Myers, W. E.	Darling, H. H.
156	Carbondale, Pa.	Loftus, O. H.	Dockerty, P. E.
157	Boston, Mass.	Merrill, G. A.	Cowell, E. T.
158	Huntingdon, Pa.	Morningstar, L. A.	Sechrist, E. F.
159	City of Mexico, Mex.	Topete, L. M.	McFadden, C. E.
160	Wilkes Barre, Pa.	Keithline, J. H.	Albert, S. D.
161	Parsons, Kan.	Green, E. L.	Smith, J. W.
162	Philadelphia, Pa.	Matthews, J. M.	Dougherty, J.
163	Oil City, Pa.	Holtzman, G. R.	Downing, W. C.
164	Eagle Grove, Ia.	Hammond, W. R.	Slade, J. L.
165	Ft. Scott, Kan.	Danner, C. H.	Myers, D. N.
166	Newark, O.	Ferguson, U. G.	Smith, W. C.
167	Oswego, N. Y.	Wright, F. L.	Ryan, D.
168	Jersey Shore, Pa.	Peterson, J. A.	Gray, G. D.
169	Jersey City, N. J.	Lawrence, W. P.	Connors, W. T.
170	Camden, N. J.	Sheppard, L. E.	Kelley, J. S.
171	Troy, N. Y.	Busseno, G.	Holloran, T. J.
172	Altoona, Pa.	Davis, J. H.	McCurdy, W. A.
173	Chadron, Neb.	Wyman, J. B.	Godsall, E. L.
174	Patterson, N. J.	Jones, L. J.	Lee, J.
175	Memphis, Tenn.	McDonald, H.	Turner, J. C.
176	Corning, N. Y.	Ward, J.	Carlton, J. D.
177	Alliance, O.	Bowers, P. B.	Kayler, G. A.
178	Grand Forks, N. D.	Miller, D. F.	McGraw, W. H.
179	Topeka, Kan.	Hutton, W. W.	Speer, Geo.
180	Atlanta, Ga.	Knight, C. D.	Mahan, M. H.
181	Chillicothe, O.	Brewster, E. R.	Hickey, T. J.
182	Jackson, Mich.	Leach, H.	Cochran, W. B.
183	Cumberland, Md.	Pennington, J. W.	Croghan, J. C.
184	Clifton Forge, Va.	Lewis, W. H.	Morris, W. T.
185	Selma, Ala.	Walker, S. F.	Holloman, B. B.
186	Birmingham, Ala.	Beasley, J. E.	Lumpkin, G.
187	Sunbury, Pa.	Shafer, W. H.	Riddle, H. D.
188	Stanberry, Mo.	Bucklew, A.	Collier, O.
189	Sarnia, Ont.	Iles, J.	Fletcher, R. J.
190	Grafton, W. Va.	Riley, W. H.	Murray, T. W.
191	Glendive, Mont.	Anderson, A. E.	Nichols, A. L.
192	E. Saginaw, Mich.	Kelly, Jas.	Dwyer, M.
193	Bucyrus, O.	Miller, W. H.	Ferree, J. D.
194	Brookfield, Mo.	Thiehoff, W. F.	Hart, D. C.
195	Sacramento, Cal.	Lewis, G. W.	Woodward, G. A.
196	Jacksonville, Fla.	Anderson, T. B.	Smart, W. L.
197	Staples, Minn.	Hughes, J. T.	Haney, C.
198	Springfield, Mass.	Beals, A. A.	Reagan, J. J.
199	Smith's Falls, Ont.	Brushey, O.	Mark, J.
200	Bradford, Pa.	Davis, T. B.	Womack, B. F.
201	McKees Rocks, Pa.	Reese, E.	Daley, John

NO.	LOCATION.	DELEGATE.	ALTERNATE.
202	Augusta, Ga.	Jones, B. B.	Cosby, J. R.
203	Truro, N. S.	Hopper, G. W.	McClafferty, W.
204	Philadelphia, Pa.	Fitch, F. J.	Happersett, I. G.
205	Portsmouth, Va.	Luke, P. B.	Lester, M. H.
206	Springfield, Ill.	Sheehan, W. P.	Rockford, G. W.
207	Amory, Miss.	Land, M. J.	Medley, C. C.
208	Charleston, S. C.	Eason, W. A.	Boozer, S. P.
209	Pocatello, Idaho.	Farrell, T.	Cannon, J. M.
210	Roanoke, Va.	Branscome, R. L.	Gish, O. H.
211	Abbotsford, Wis.	Walters, W. J.	Regan, E. J.
212	Slater, Mo.	Shutt, M. A.	Bemis, C. P.
213	Michigan City, Ind.	Shires, A. E.	Kennedy, T. J.
214	Moncton, N. B.	Corbett, T.	Brown, A. E.
215	Austin, Minn.	Terry, W. R.	Paine, C. T.
216	Ottumwa, Ia.	Winslow, V. S.	West, J. O.
217	Bennett, Pa.	Burke, W. J.	Fout, H.
218	Savannah, Ga.	Hicks, W. O.	Coburn, W. S.
219	St. John, N. B.	Millican, J.	Burgess, M.
220	Fremont, Neb.	Wadsworth, A. C.	Morrison, P. H.
221	Spencer, N. C.	Moore, R. W.	Smith, J. H.
222	Chillicothe, Ill.	Marriott, I. N.	Whicker, M. L.
223	Martinsburg, W. Va.	Compton, J. T.	
224	Wilmington, Dela.	Sweeney, C. F.	Easom, H. V.
225	Hornellsville, N. Y.	Lowe, J. P.	Green, F. R.
226	Galeton, Pa.		
227	Lincoln, Neb.	Tanney, J. B.	Hocker, J. H.
228	Ft. Smith, Ark.	Greene, C. O.	Land, W. R.
229	Reading, Pa.	Hedley, H. C.	Roth, H. C.
230	New Franklin, Mo.	Johnson, A. C.	Ewen, C.
231	Vicksburg, Miss.	Yearwood, R. J.	Pritchett, J. C.
232	Sioux City, Ia.	Stawhorn, J.	Huffman, B.
233	Pt. Pleasant, W. Va.	Starcher, W. E.	Vest, J. R.
234	Brunswick, Md.	Compton, R. A.	Grimm, J. H.
235	Freeport, Ill.	Farnum, G. W.	Hawks, H. G.
236	Melrose, Minn.	Kelly, T. J.	Daniels, H. A.
237	Worcester, Mass.	Parkhurst, D. W.	Whitford, A. O.
238	Chillicothe, Mo.	Scott, A. F.	Dingeman, W. G.
239	Lexington, Ky.	Throckmorton, J. W.	Petry, C. H.
240	Marquette, Mich.	Sunberg, C. A.	Egan, M. H.
241	De Soto, Mo.	Turner, W. C.	
242	North Bay, Ont.	Hughes, J. H.	Cameron, D.
243	Missoula, Mont.	Dyson, W.	Bradley, J.
244	Colorado Springs, Colo.	Harner, E. M.	Hawkins, E. J.
245	Arkansas City, Kan.		
246	Wymore, Neb.	Sherman, A. T.	Baird, H. H.
247	Trinidad, Col.	Leslie, W. S.	Dunlap, W. A.
248	Tuscumbia, Ala.	Plemons, R. L.	James, W. A.
249	Tacoma, Wash.	Willard, F. E.	Johnston, J. B. W.
250	Bristol, Va.	Millard, H. D.	Akers, J. S.
251	Pine Bluff, Ark.	Holmes, J. A.	Richardson, W. H.
252	Leadville, Colo.	Cummings, L. J.	Meal, W. F.
253	Ashland, Wis.	Cleary, Ed.	Field, J. A.
254	Frankfort, Ind.	Downer, J. J.	Haselton, B. F.
255	Medicine Hat, N. W. T.	Noble, George	Huntley, J. R.
256	Smithville, Tex.	Curtis, E. P.	Loomis, H.
257	Caldwell, Kan.	Thomas, W. H.	McKiernan, J. F.
258	Aberdeen, S. D.	Tompkins, J. H.	Kelley, M.
259	Fon du Lac, Wis.	Merrill, C. F.	Dana, W. H.
260	Forrest, Ill.	Vahey, E. A.	Knox, T. R.
261	San Luis Potosi, Mex.	Simpson, W. H.	Holts, H. C.
262	Cleburne, Tex.	Honeycutt, A. B.	Nowlin, W. E.
263	Cumberland, Md.	Herrington, R. M.	Shertzer, J. M.
264	Raleigh, N. C.	Newman, W. W.	Witherspoon, W. S.
265	Chanute, Kan.	Hart, W.	Hickey, J. P.
266	Big Springs, Tex.	Marrah, M. T.	Linder, F. L.
267	Kamloops, B. C.	Herchmer, J.	Forrest, A. B.
268	Marion, Ia.	Bell, A. W.	Hanrahan, T. J.
269	Van Buren, Ark.	Pryor, J. F.	Mann, W. B.
270	Youngstown, O.	Phelps, F. J.	McFarlin, V. C.

NO.	LOCATION.	DELEGATE.	ALTERNATE.
271	Wilmington, N. C.	Harlow, W. L.	Fillyaw, D. L.
272	Havre, Mont.	Strain, J.	Gowrie, P.
273	Cambridge, O.	Ford, D. C.	Padden, Thomas
274	So. Kaukauna, Wis.	Bendrock, A. W.	Babcock, E. C.
275	Yoakum, Tex.	Dyas, J. G.	
276	Goodland, Kan.	Joyce, J. T.	Stephens, W.
277	Wellington, Kan.	Atmore, G. W.	Garfield, L. E.
278	Dennison, O.	Heck, P. W.	Aiken, H. S.
279	Water Valley, Miss.	James, W.	Green, A. C.
280	Albion, Pa.	Gibson, J. E.	Ramsey, C. J.
281	Pittsburg, Pa.	Shipley, W. M.	Meehan, J.
282	Needles, Cal.	McDonald, A. M.	Shankland, J. H.
283	Marceline, Mo.	Hagenbuch, W. E.	Elliot, A. L.
284	Waco, Tex.	Gillespie, W. S.	
285	Spokane, Wash.	Shannon, James	Mars, A. D.
286	Ft. William, Ont.	Peltier, L. L.	Gillis, J. A.
287	San Marcial, N. M.	Gifford, L. F.	
288	West Superior, Wis.	Hines, F. S.	Dalson, J. S.
289	Wellsville, O.	Herren, W. T.	Kashner, G. L.
290	Paducah, Ky.	Conway, J. J.	McCann, J. W.
291	Hoboken, N. J.	Bakshaw, W. S.	Slack, J. J.
292	Chicago Junction, O.	Barnville, J. H.	Lewis, B. C.
293	Chicago, Ill.	Crone, L.	Hawley, W. C.
294	Lake City, Ia.	Batchelder, C. F.	Dobson, W. F.
295	Lorain, O.	Marren, F.	Neiderheiser, J. R.
296	Rutland, Vt.	Wyman, M.	Holland, D.
297	Somerset, Ky.	Caraway, F. X.	Summers, W. D.
298	Herington, Kan.	Freeland, W. B.	Baird, J. E.
299	Lima, O.	Frith, C. B.	Smith, A. L.
300	Dodge City, Kan.	Pond, G. D.	Dalton, T. A.
301	Seymour, Ind.	Ireland, E.	Montgomery, R. J.
302	Lafayette, Ind.	Bloom, C.	Jones, G. R.
303	New Albany, Ind.	Williams, E. F.	Nugent, J. R.
304	Canton, Miss.	Wheeler, W. W.	McCaul, T.
305	La Grande, Ore.	Buehler, T. E.	Nash, A. P.
306	W. Bay City, Mich.	Sweeney, J.	Richards, E. F.
307	Elizabeth, N. J.	Freeman, O. J.	Horton, Jr., D. S.
308	Mt. Carmel, Ill.	Sanderson, J. E.	Natho, Chas.
309	Scottdale, Pa.	Nepper, E. J.	Longanecker, S.
310	Mobile, Ala.	Mobley, R. E.	Potter, P. H.
311	Way Cross, Ga.	Croom, G. A.	Tomberlin, J. A.
312	Weehawken, N. J.	Delamater, H. W.	Ostrom, E. M.
313	Tucson, Ariz.	Shelly, E.	Kingsley, C.
314	Allegheny, Pa.	Connors, W. H.	Miller, G. B.
315	Chapleau, Ont.	Kehoe, Thos.	Wideman, A. E.
316	Upton Works, Mich.	Reid, J. W.	Sage, A. R.
317	New Haven, Conn.	Vaughn, C. H.	Flanigan, F. J.
318	Asheville, N. C.	Wynn, L. F.	Johnson, M. D.
319	Greenville, S. C.	O'Farrell, O. C.	Nash, J. M.
320	Dayton, O.	Nichols, F. E.	Devening, J.
321	Springfield, Mo.	Kinsinger, H. F.	Speer, S. M.
322	Covington, Ky.	Felkner, M. D.	Brackin, J.
323	Columbia, S. C.	Davis, W. C.	King, C. P.
324	Bluefield, W. Va.	Crumpler, B.	Reynolds, F. M.
325	Grand Junction, Colo.	Gormley, A. T.	Stetler, L. F.
326	New Castle, Pa.	Brown, C. S.	Robinson, F. L.
327	Effingham, Ill.	Pfeifer, P. E.	Lawson, E.
328	Council Bluffs, Ia.	Joslin, G. T.	Hart, F. J.
329	Springfield, O.	Dyer, A.	Green, J.
330	Emporia, Kan.	Dowd, E.	Smith, W. G.
331	Columbia, Pa.	Rutledge, C. P.	McNeal, S. E.
332	Jonesboro, Ark.	Clark, J. B.	Webb, J. A.
333	Renovo, Pa.	Crispen, J. B.	Bair, G. W.
334	Avondale, Ala.	Keyes, A. B.	O'Bryant, E. D.
335	Concord, N. H.	Eaton, H. B.	Head, A. W.
336	Duluth, Minn.	Fox, A. T.	Gilbert, C. B.
337	Baltimore, Md.	Long, H.	Propps, G. W.
338	Wichita, Kan.	Anderson, A.	Stearns, F.
339	Washington, Ind.	Bryan, H. H.	Smith, H. A.
340	Gladstone, Mich.	Reedy, M. G.	Swift, F. E.

NO.	LOCATION.	DELEGATE.	ALTERNATE.
341	Norwich, N. Y.	Hoke, M. C.	Smith, M. E.
342	Junction City, Kan.	Fleshman, M. H.	Allen, A. H.
343	Fairbury, Neb.	Sumpster, E. W.	Lloyd, M. E.
344	York, Ont.	Doyle, H.	Mitchell, J.
345	Toronto Junction, Ont.	Swinarton, A. T.	Hassard, W.
346	Babcock, Wis.	Baker, W. L.	Gleis, J. M.
347	Dubuque, Ia.	Prowse, C. C.	Caufield, A. P.
348	Tipton, Ind.	Hartman, F. E. C.	Hennessy, T. F.
349	Crewe, Va.	Smithson, C. S.	Alston, R. R.
350	Niagara Falls, Ont.	Kee, J. W. R.	Nell, H. A.
351	Kenova, W. Va.	Gaughran, J.	Moore, J. W.
352	Rat Portage, Ont.	Risteen, W. C.	Shaw, A.
353	Estherville, Ia.	Maxwell, Wm.	O'Neill, W. A.
354	Hagerstown, Md.	Wolf, H. C.	McCardell, E. F.
355	Allandale, Ont.	McDonald, A.	Little, W.
356	Great Falls, Mont.	Kirwan, J. C.	Murphy, C. F.
357	Connellsville, Pa.	Lancaster, M.	Hirleman, D. T.
358	Thayer, Mo.	Moore, W. D.	Shirk, B. S.
359	E. Albany, N. Y.	Parmerton, J. L.	Hoogkamp, A. J.
360	Two Harbors, Minn.	Skinner, H.	Joslin, C. F.
361	Valley Junction, Ia.	Reece, E. L.	Garlick, F. S.
362	Nevada, Mo.	Vandiveer, A. D.	Williams, I. H.
363	Norfolk, Neb.	Hurlbert, W.	Askins, W. J.
364	Oakland, Cal.	Stafford, W. V.	Pitts, W. H.
365	East Brady, Pa.	Reiter, T. B.	Donley, James
366	Brockville, Ont.	McConachie, R.	Germain, J. L.
367	McComb City, Miss.	Clements, C. C.	Loutzenhiser, L. A.
368	Argentina, Kan.	Woodward, J. M.	Dehony, J. B.
369	Parkersburg, W. Va.	Stewart, V. T.	Patton, B. J.
370	Providence, R. I.	Clark, A. R.	Norton, L. M.
371	Livingston, Mont.	Landon, F. M.	Johnson, J. H.
372	Raton, N. M.	Brennan, M. A.	Barrett, H. T.
373	Green Bay, Wis.	Hume, J. W.	Geer, J. L.
374	Elmira, N. Y.	Bennett, B. L.	Noonan, J. H.
375	Florence, Colo.	King, N. H.	La Tourette, G. S.
376	Ashley, Ind.	Cogswell, J. V.	Williams, J. H.
377	Joliet, Ill.	Milligan, H. A.	French, E. B.
378	Washington, D. C.	Mewshaw, J. S.	Beard, S. A.
379	Corbin, Ky.	Worsham, W. H.	Howell, W. J.
380	Mena, Ark.	Tobin, W. H.	Humphrey, W. E.
381	Howell, Ind.	Waltz, L. B.	Richards, T. G.
382	Pittsburg, Kan.	Gaffney, J. J.	
383	Algiers, La.	Vanderlinden, J. J.	Brooks, J. W.
384	Stapleton, N. Y.	Riley, J. F.	Reeves, W. J.
385	Ionia, Mich.	Merriam, A. W.	Thomas, O. A.
386	Murphysboro, Ill.	Reeves, C. M.	Quinn, W. V.
387	Wabash, Ind.	Mullenix, J.	Ross, C. L.
388	Alton, Ill.	Barton, L. F.	Spellman, Wm.
389	Albuquerque, N. M.	Nohl, F. A.	Corson, E.
390	Hoisington, Kan.	Parker, G. A.	Longberger, J. B.
391	Long Island City, N. Y.	Kelly, B.	Apgar, W. W.
392	San Bernardino, Cal.	Mathews, H. W.	Simpson, G. W.
393	Moose Jaw, N. W. T.	Hubbell, H. G.	Holdsworth, C. A.
394	So. McAlester, I. T.	Tobin, T. F.	Scott, G. W.
395	Salt Lake City, Ut.	Yancey, W. E.	Scott, E. R.
396	Longview Junction, Tex.	Proud, S. R.	Bowers, D.
397	Covington, Ky.	McLeod, E. H.	Snow, J. L.
398	Del Rio, Tex.	Buchanan, G.	Snyder, F. M.
399	Laredo, Tex.	Sadler, R. E.	Griffin, F. B.
400	Clinton, Ill.	Taylor, W. I.	Earnest, A. W.
401	Lehighton, Pa.	Freeman, Chas.	Elrod, S. G.
402	Massillon, O.	Stocker, J.	
403	Bangor, Me.	Cook, E. W.	Burns, W. F.
404	Kern, Cal.	Ralston, E. C.	Buck, C. E.
405	Proctor Knott, Minn.	McKenzie, A.	Finn, R. S.
406	Monmouth, Ill.	McCurdy, J. A.	Boon, T.
407	Cranbrook, B. C.	Lyen, G. E.	Dowsley, H. S.
408	Evanston, Wyo.	Burke, E. W.	Robbins, R. D.
409	St. Elmo, Ill.	Henderson, W. B.	Costin, J. F.
410	Belle Plaine, Ia.	Hanson, M. J.	Barnard, W. D.



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### MORGAN'S SUGGESTION HONORABLE.

So much has been said and so conflicting are the opinions regarding our position in the settlement of the Cuban question that nothing that is said meets with popular approval any longer. The diplomats and economists are now at work trying to teach us that our pledge of 1898 meant nothing but a little palaver that gave us the right to interfere between Spain and her subjects, the Cubans, and that same palaver having secured the recognition of the powers to interfere we may now lay aside its terms as meaningless and of no effect. The people of the United States are naturally very dense in comprehension of such methods, as it is an entirely new departure from the principles that have been inculcated during the existence of our government and are so at variance with their ideas of honor that it may take longer to convert them to the new doctrine than it will take to civilize our new inhabitants in the Philippines.

The terms of the Platt amendment, which virtually provides an American protectorate, reminds us of the farmer who fed his chickens with one kernel of corn to which was attached a string, so that the kernel while fed might still be considered as being in the farmer's possession. Almost every conceivable proposition imaginable has been suggested to take the place of the original Teller

resolution, but its simple, straightforward terms are hard to contort into another meaning than that which it says so plainly. The Cubans expect its fulfillment, and we are bound on our honor as a nation to grant them the terms it provides, without any strings tied to it.

It must not be understood that the American people do not appreciate the full advantages of possessing this island. Its commercial value and its value as a strategic point in time of war mean much to us, and there is not one but who would like to feel that our sovereignty extended over this sentinel of the Gulf of Mexico. Still we cannot repudiate our promise, and the measures we have taken to retain control of the island are detracting from the very influences that would naturally tend to draw them to us.

Among those who seek to sustain our national honor and at the same time present an easy way out of the difficulties we have brought upon us by our attitude toward Cuba, is Senator Morgan, who proposes a plan whereby we may escape from the blunder of the Platt amendment and the exhibition of bad faith that it carried with it. He proposes to give the island statehood and thus put a new and honorable face on our relations. It means the origination of a new proposition altogether, which has in it a fair spirit. If the island is of so much im-



portance to us, as all agree that it is, it means that we are willing to proffer them a share of our government for sovereignty over theirs, such as is exercised over any state in the union. They would thus be entitled to two senators and seven or eight representatives. They would also have their own governor, state officers and state legislators and their share of federal officers.

We have no doubt but that the ultimate fate of Cuba is annexation, so why not accept Senator Morgan's suggestion and proffer statehood as a gracious means of wiping out the stain of the Platt resolution on our national honor? The Cubans can accept this without surrendering honor, self-respect and national independence.

It is the opinion of the Record-Herald that "no sophistry can palliate the offensive mandate of the Platt amendment. It denudes the Cuban independence of the attributes of independence—the authority to negotiate treaties, to contract debts, to protect 'life, property and individual liberty' and to manage local sanitation, and surrenders the Isle of Pines and naval stations to the United States. This established an American protectorate over the island and left the Cubans a mere mockery of national independence, for which they had been struggling for more than half a century. It was an act of bad faith on our part, for which there was no justification in necessity or morals. We coveted Cuba, and having the power of a giant, simply exercise it as a giant."

The possibilities for development in the island are perhaps beyond our comprehension. Its fertile soil and big forest of cabinet woods offer the greatest of inducements to capital.

The Record-Herald says: "Sir William Van Horne contemplates laying 400 miles of railroad during the next year between Santiago and Port of Nipe, in the province of Santa Clara, through the center of the island, and connect at the city of Santa Clara with the western system of railroads in the island. This will enable the passenger to go by rail almost the entire length of Cuba from Pinar del Rio to Santiago, one being the capital of the westernmost province, the other the capi-

tal of the easternmost province, and furnish transportation facilities for the greater part of the population. He also expects to build a railroad north and south between the two coasts in the province of Santa Clara, giving an outlet for the products of that region to the sea. They have asked no grant and no special privileges. They have purchased the right-of-way for cash, and their plans have not only met with approval, but with the enthusiastic encouragement of all concerned."

Continuing, Mr. Van Horne says:

This railroad is only one step in our enterprise, which is intended more for the development of the natural resources of Cuba than to furnish transportation. In other words, the railroad is merely means to an end. We could not carry out our other plans without transportation facilities, hence the railroad was the first necessary step. We have purchased vast tracts of land in the central and eastern provinces of the island, including forests, pastures and first-class agricultural land. We propose to settle colonies upon it, giving the preference to the best men in our construction gangs. We shall cut up the agricultural lands into small farms and assist people in their cultivation. We shall also assist in the establishment of ranches and the introduction of high-bred cattle.

The highlands in the eastern and central part of Cuba furnish the finest ranges I have ever seen. Before the revolution there were over 1,750,000 cattle there, but they have been practically wiped out. At present they can only round up about 35,000 head. The Cuban market will absorb several hundred thousand cattle every year without considering the export possibilities, and we propose to encourage the organization of cattle companies to utilize these ranges and supply that market. We are now putting up sawmills in the timber area that we have purchased and are getting out logs and lumber and ties for the use of the road. As soon as we have completed the work of construction we propose to work off the sawmills into private hands and organize companies to cut the timber for commercial purposes. The mountains are covered with the finest cabinet woods in the world, sufficient to last a century.

Most of the area we have purchased formerly belonged to nonresident owners, principally Spaniards who live in Paris and Madrid, and who not only never come to Cuba, but have done nothing to develop the resources of the island and have contributed nothing to its wealth and welfare. That has been one of the



greatest drawbacks to prosperity—the ownership of vast estates by nonresidents.

Conditions are improving rapidly in Cuba. The island has extraordinary recuperative power, and, although it was practically devastated during the last revolution, it is recovering with marvelous rapidity. The sugar fields are being replanted, the mills are being rebuilt, but money and labor are scarce. Every man who wants to work can get good wages, bigger than were ever paid before. A dollar a day 'Americano' is considered a great fortune by the ordinary Cuban. He has never fared so well before and his employment is a guarantee of peace on the island. Immigration is beginning to flow in. During the last year about 28,000 laborers arrived from Spain, Italy and other countries, and every one of them has been immediately absorbed by the sugar plantations. But the lack of capital is a great difficulty. Foreign investors are shy because of the uncertain political status, but they will gain confidence as they study the situation, and will soon find there is no good ground for apprehension. Property in Cuba is just as safe as anywhere else, or we would not go there. Our own investments are a sufficient answer to your inquiry. We are spending millions of dollars upon our faith in the stability of the Cuban government, whether it is annexation or independence, and have no fear. We don't consider that we are taking any greater risks than we would run in similar enterprises elsewhere.

It will be several years before Cuba will be able to produce a normal crop of sugar. The product this year will be about 500,000 tons, which is a handsome increase from the 350,000 tons produced last year, but not quite half a maximum crop, which ought to be something over a million tons, but the sugar interest is recovering rapidly. It suffered more than any other industry during the revolution, for most of the plantations were destroyed and the mills were burned, but the old fields are being replanted and new and important plantations are being started, so that when the industry has recovered the product will be greater than ever before.

The eastern part of the island raises magnificent coffee, the best in the world, but the crop has been limited because coffee requires more capital and labor, and sugar has paid better profits. If our people will go in and encourage that industry Cuba can produce unlimited quantities and furnish all the coffee that will be needed by the United States. The labor problem, however, must be considered both from the standpoint of numbers and wages. Labor is much cheaper and more abundant in other coffee coun-

tries than in Cuba, and competition will furnish a future economical problem.

The three chief items—sugar, tobacco and cattle—however, contain no doubts or difficulties, and will make Cuba the richest country of her area in the world, for she can raise those staples cheaper and better than any other country. The capacity of her production is practically unlimited and the volume of her product only depends upon the capital and the labor employed.

We are encouraging immigration from Spain, Galicia, the Central and South American countries and the Canary Islands as best adapted to that climate. We have done nothing thus far toward promoting immigration from the United States to Cuba, because we are not quite sure about the effect of the climate upon our people. We want to go slow and avoid all responsibility. A few people are certain to go without our encouragement, and when we see how they stand the hot sun and the rainy season, then we can take up the subject of introducing American colonies without any misgiving. So far as the employes on our railroad are concerned, they have grown fat and hearty and are happy and contented. The climate in the highlands is as fine as that of any place in the world, but people generally judge Cuba by what they see in the lowlands along the coast.

The inhabitants of Cuba are a much better class of people than represented. I have been happily disappointed in my experience with them. Like everybody else I had preconceived ideas which I have since found were incorrect. They average as well as people of any other country in intelligence, industry and morals, and will make excellent citizens as soon as they find out what self-government means. You must remember that they have been the subjects of a despotism since the island was settled, and they and their fathers have passed through an experience which is not calculated to inspire a people with confidence in the honesty and sincerity of their rulers. They make excellent laborers. It took a little patience to teach them our ways of doing things, but they have quick perceptions, amiable dispositions and are naturally docile and obedient. For the first time in history Cuba has schools, and they are well attended. The ratio of illiteracy will decrease rapidly from this time on. The people are eager to have their children learn.

It must not be imagined that the Cubans are lacking in appreciation of these wonderful resources nor of the efforts that are being put forth to develop them. The same wealth of riches that attracts our covetousness is looked upon by them as a foundation of wealth with which they

expect to establish a stable government. With a full knowledge of these existing treasures, and after so bitter a struggle for independence, it is not to be wondered at that they rejected so offensive a mandate as the Platt amendment. Senator Morgan's suggestion is worthy of our

consideration and adoption; it is honorable in its purposes and holds forth an inducement to that people that can be accepted without surrendering their liberty or independence and unites them with us, a people who have their welfare at heart.



### WHAT UNIONS ARE FOR.

The conditions under which we obtain as employes in railway service throughout the country, the marked advancement of employes along economic and social lines and the fraternal protection and support afforded the members, of employes' families, certainly point to a lasting memorial for our organization. Its influences have not stopped with the changes that are in evidence in every home but have pervaded the legislative halls and have there constructed laws intended to protect us and our interests. What organized labor has done and what its aims and objects are is well spoken in *The Tailor* and is worthy of reproduction:

To a workingman it is a puzzling fact that the question is never asked, why should a physician join a medical society? Why should a lawyer affiliate himself with the Bar Association? What induces a business man to pay initiation fees into a Chamber of Commerce?

These people join the society of their business or profession for the standing it gives them, for the advantages of exchange of ideas and community of effort along well defined lines; and that the common standard of excellence is raised thereby and the individuals benefited is never questioned. In practice, the objects of the trade unions are identical with those of the association mentioned and many others, and the inducement for a professional or business man to join an organization of the character indicated is many times intensified in the case of the workingman.

In the keen competition of the business world expenses of production must be kept at the minimum by the employer who would maintain his position. Labor receives no more consideration than that it is in a position to demand and enforce. This is not the fault of the individual, but of the system, and many times employers are forced against their inclinations by competition to give the screws on labor one more turn in preference to yielding the field of trade to less honorable competitors.

Unaided by co-operation of his fellows the individual laborer would be reduced to a pitiable state by the constant encroachment of capital in the hands of the capitalist. United for a common object the workmen become an effective force; effective in direct ratio to the thoroughness of their organization. United they are in a position to arbitrate the question of a just division of the profits of their toil supplemented and directed by the capital of the employer. One single man, standing out from his fellows, unaffiliated with the union of his craft, sullenly accepting its benefits, or bawling of his "freedom from the tyranny of the trade unions," is a breach in the citadel, and every such man but forges the chains to bind himself and his fellows to conditions of serfdom.

That labor unions uniformly secure better wages, shorter hours of labor, improved conditions and better treatment for all the men engaged in the trade or calling within the sphere of its influence, needs no demonstration. No man worthy of the name would enjoy these advantages without willingly joining with that union and aiding in shaping its policy and assisting in defraying the necessary expenses of its maintenance in the highest conditions of efficiency. And yet there are individuals who not only do that very thing, but abuse the union that helps to feed them, vilify the leaders and seek favor in the eyes of the employer by claiming their superior subservience to the bosses' wishes.

Trade unions make for a higher class of workmanship. The most skillful artisans of all trades are to be found in their ranks, and great care is used in securing new members to the end that the standard of excellence is not lowered by the admission of incompetent men. A union card is an excellent guarantee of skill. If the unions could only exercise their powers more fully than they are allowed to do in nearly all the trades, the apprentice systems would be something more than is usually the case, systems in theory only. The employer seeks only to produce goods at a low cost. He cares nothing about the instruction of apprentices. Trade unions care for their sick

and needy. Hundreds of thousands of dollars are poured from their treasuries annually for charity, and of this the general public never hears a word. It is done silently, sympathetically and promptly. They bury the dead and comfort and aid the widows and orphans. There is no proclaiming from the house-tops. They educate their members on economic lines and without entering partisan politics teach the workingman the true significance of the ballot and the most effective methods for its use. All social and political reforms of importance spring from and are disseminated through trade union agencies.

They are a safety valve for the natural discontent engendered by the fierce competitive system. In European countries

where labor unions are suppressed and restricted, red anarchy rears its ugly head. In this country of comparative freedom, no terrible danger threatens.

What is true of trades unions, as applies to the crafts generally, is equally true of us. All that can be said of each of them, so far as their aims and objects are concerned, form a common ground upon which we stand with them. It is therefore becoming that we lend every encouragement to trades unions consistent with our laws and contribute to the noble purposes for which they were founded, advancing their interests with our patronage and our influence.



### A FLOATING EXPOSITION SUGGESTED.

The name Yankee is synonymous with shrewdness in European countries. The enthusiasm with which they go about any enterprise beating all competitors simply astonishes the business men of the principal foreign countries of the world.

A cable dispatch to the Record-Herald says:

Formerly American traders neglected to pay careful attention to the peculiar tastes of the different peoples. They practiced the theory that every nationality must like the things that they liked. Now these resourceful men know better. They try to understand the wants of their diversified markets and thus prepare themselves to cope with competition throughout the world. I find yankee commercial prestige increasing. Wherever nations place value on advanced practical ideas Americans are steadily coming to the front.

While American manufacturers have learned the lesson that they must produce goods to satisfy the demands of the market and have thus captured a fair trade with European countries they are handicapped by ocean freights that keep us from their markets in many lines of goods.

Another excerpt says:

"America has only to attack the British building trades to capture them," said P. A. Gilbert Wood, editor of the London Architect today to The Record-Herald correspondent. He had been surveying the International Building Trades Exhibition, opened at Islington, this morning, and was commenting on the conspicuous absence of American goods, which, with

the exception of a few displays of fire-proofing expanded metal and light hardware stair strips, are missing from the big show. Mr. Wood continued:

"I suppose that ocean freights are all that keep the pushful yankee out of our building market. He would only have to visit this exhibition to realize what opportunities are slipping away from him. It is a particular cause for regret that the first international show of the century should not contain a display of American steel construction. The perfection of that system has easily been the revolutionizing feature of modern building.

"We think the skyscraper hideous and ugly. In fact, we have legislated so that our esthetic taste may not be offended by it, but we are utilitarian people, and I have not the slightest doubt that twenty-story houses sooner or later will frown down on us."

J. F. Golding, president of the new Expanded Metal Company of New York and London, said: "This exhibition is a striking proof that John Bull is making haste slowly. The hall is full of materials, appliances and ideas that American architects and builders discarded twenty or thirty years ago. Here and there you may find something with modern veneer, but you are equally certain to find 'U. S. A.' somewhere about it.

"One firm of contractors shows with unfeigned pride a system of girders and joists it is putting into the new \$5,000,000 war office at Whitehall. I think the old Capitol at Washington contained the same kind. The Englishman will not budge from his theory that economy of material means shaky construction."

Mr. O. P. Austin, chief of the bureau of statistics of the treasury department at Washington, appears to have solved the

riddle of how best to introduce American goods in our foreign markets and compete with the trade of those countries, and exhibit their products and manufactures at the doors of the people to whom we desire to sell them. His plan is as follows as given in *Geographic Magazine* for February:

A floating exposition, carrying samples of our merchandise around the world and putting our merchants in touch with those of all nations, seems to me a fitting American enterprise for the beginning of the new century. The nineteenth century has made the United States the greatest exporting nation of the world; why not begin the twentieth by showing to all the world what we have to sell and how to sell it?

Exhibitions of the products of industry have proved beneficial to trade wherever undertaken, whether the ancient "fair" or the more modern "exposition." The traveling salesman with his sample cases has become a necessity of modern mercantile success; "commercial museums" exhibit to the dealers of one country the class of goods required in other lands, and the great European nations now send out "commercial missions" to inquire into and report upon the trade opportunities in distant countries.

But each of these methods has its limit of influence. The fair or exposition is dependent for its success upon the number of people it can attract to its doors, the traveling salesman represents but a single establishment or industry, the commercial museum conveys its information only to the seller and not to the buyer, and the commercial mission gathers information regarding the wants of distant people, but is unable to offer them samples of the goods which its own people have to meet those wants.

Why not combine the valuable features of these various aids to commerce in a single great enterprise—a "floating exposition," which shall carry samples of our merchandise to the very doors of the people whose trade we would foster, and by bringing the buyer and seller into personal contact establish such mutual understanding of wants and conditions as to facilitate the interchange for which each is desirous?

The imports of Asia, Oceania, Africa, and the American countries south of the United States amount to over two billion dollars every year. Nearly all of these importations are of the very class of goods which we want to sell—foodstuffs, textiles, mineral oils, machinery, and manufactures of all kinds; yet our sales to these grand divisions in the best year of our commerce, 1900, only amounted to about \$200,000,000, or 10 per cent of their purchases. The annual imports of Asia and

Oceania are over a billion dollars, those of Africa over four hundred millions, and those of the countries lying south of the United States about six hundred millions.

Most of the cities through which these two billion dollars' worth of goods are first distributed lie on the seacoast, and could be readily reached by a fleet of vessels loaded with samples of American products and manufactures. It is well known that the lack of practical knowledge as to the local trade requirements, such as methods of packing, kind of goods required, length of credit, etc., is the chief obstacle to the introduction of American goods in these countries, and that until this obstacle shall have been overcome we cannot expect to obtain the share in that trade to which our location and facilities of production and manufacture entitle us.

If a floating exposition were systematically organized, loading one vessel with exhibits of foodstuffs, another with textiles, another with agricultural implements and vehicles, another with manufactures of iron and steel, another with household requirements, and another with "Yankee notions," and sent from port to port and continent to continent, it should prove highly advantageous to our commercial relations with all of the countries visited.

Each manufacturer or exporter sending an exhibit would naturally send with it a capable representative, who could discuss with the local merchant the qualities of his goods and their fitness or unfitness for local markets.

The coming of an exhibition of this character would attract at each port not only the business men of that city, but those of other commercial centers in the vicinity, and by this process the wholesale merchant of the United States would speak face to face with those of every country visited, and in these discussions would learn in a practical way the obstacles which now prevent a free interchange of commerce and the methods by which they can be overcome.

In addition to this a corps of experts could gather samples of the goods now being sold in the countries visited, the prices obtained, the length of credit given, the banking and exchange facilities existing and required, and other facts which would prove valuable not only to those directly participating in the enterprise, but to all manufacturers and merchants of the United States, by their exhibition in commercial museums and by published reports.

Present conditions seem to be exceptionally favorable. The producers, manufacturers and merchants of the United States are greatly interested in the extension of markets for American goods, and the bureau of statistics is daily besieged with inquiries for information bearing upon this subject. The past

three years have been exceptionally successful, and yet have shown the necessity of finding an increased outlet for the surplus which the American manufacturers show themselves capable of producing, and it seems not unreasonable to believe that they would look upon a reasonable expenditure for the extension of trade as money well invested. A great world's fair has just been held at Paris, at which many Americans made exhibits, some parts of which would be suited to a floating exhibition such as has been suggested. A great exposition, especially intended to apply to the people of Central and South America, is to be held at Buffalo this year, and its exhibits would in many cases prove a basis for an undertaking of this kind, while another exposition, especially relating to the West Indian trade is to be held at Charleston.

Thus, in the disposition to extend our commerce, in a prosperity which warrants new business ventures, and even in the partial preparations of exhibits, the circumstances appear to be especially favorable.

The basic principle in the above proposition is in line with the ideas carried out by every wholesale house in this country and which has fully demonstrated to the American people its usefulness as a factor in pioneering a new business or in advancing the interests of the older houses. It at once appeals to us as sensible, feasible and business-like in principle and we believe affords the surest means of promoting our trade abroad.



### ILLINOIS LEGISLATURE ON CIGARETTES.

The house of representatives of Illinois has passed the anti-cigarette bill that has been so ardently pushed by Miss Lucy Page Gaston, vice president of the National Anti Cigarette League. The bill is modeled after the one now in force in Tennessee, which has recently been declared constitutional by the United States Supreme Court, and which is now in force in the state of Tennessee.

It is hoped that the committee to which it is referred will not oppose it, and that the bill will receive favorable consideration in the senate.

It is known that in the committee there are opponents to the bill, but upon what grounds they base their opposition to the passage of the law is beyond the comprehension of those who are fighting cigarettes because of their pernicious effect upon the health and mind of our children. There can certainly be no doubts in their minds as to the constitutionality of such a law, for the Supreme Court has dissolved all doubt in that connection. It will be remembered that those interested in the sale of cigarettes in the state of Tennessee put up a vigorous defense but with all the influence they could bring to bear the Supreme Court decided against them. We do not know what influence they are bringing to bear with the senate committee to whom the bill has been referred, but we may feel assured

that it is not any point in law that was overlooked by that august body who decided the appeal in the instance of the Tennessee decision.

So much has recently been said on this subject of cigarettes and their harmful influences that perhaps there is not a parent who does not fully realize the danger that lurks in their use upon the minds of our children. We believe there is no mother who would be so utterly unconcerned in her sons' welfare that she would take no action in stamping out this evil did opportunity present. We have in our Order 29 Divisions in the state of Illinois, and 14 Auxiliaries. These 29 Divisions represents 1820 members, and a conservative estimate of 14 Auxiliaries' membership would place the number at 2500. With united action on the part of so many appealing for protection to the senate there could be but one result when the bill came up for passage within that body. It seems to our mind that no greater incentive can be presented to dispel the lethargy that comes over all of us at times, than to be confronted with some danger that threatens the health, mind and lives of our children. The cause in which Miss Gaston is engaged is a noble one, and we believe she is fully conscious of the importance of the measure she is trying to have passed. If it fails it will not be her fault.

We are combined for the common good of mankind. While we are enjoined to surround our Brothers with those influences that will keep him from falling into error, and while our Sisters are enjoined to defend each others' name and prevent any attack upon her character if within her power to prevent, let those influences extend one step further in exercising your charitable devotions, and throw around your Brother's son or daughter those influences that will prevent them from falling into error and vice. There is no parent but would appreciate such kindness as this, even beyond any service or sacrifice that could be made for us individually. Then why not perform this more ap-

preciative act and demonstrate that we do not stop at the literal discharge of our obligations, but show to the world that our Brother's child is ours to defend with the same or greater devotion than we defend the Brother himself.

As has been said the bill has passed the house and has been referred to the senate committee on license, the chairman of which, Mr. Evans, is opposed to the bill. It is feared that the bill will be buried here, as a majority on this committee are opposed to its passage. It remains to be seen what influences will be brought to bear by those interested in its passage, to get it before the senate for action in that body.



### FAKE EMPLOYMENT BUREAUS EXPOSED.

The weekly bulletin of the Illinois Bureau of Labor Statistics gives a summary of the business done by that institution for eighty-nine weeks and up to April 13, 1901. This institution includes the employment offices of the north, south and west sides, and we observe from the totals given that 62,216 applications for employment were filed during this time, and 48,671 persons of this number secured employment through the agency. The number of applications for help filed was 57,707, of which number 9,036 were not filed.

When we consider the vast number of persons constantly on the move in search of employment we can better understand the true value of free employment agencies as operating under the state laws. As a rule the person in search of employment is one who has a very limited bank account and who regulates his menu accordingly. It can be fairly understood from the above figures how the many fake employment bureaus of Chicago found business and prospered financially when the fees charged ranged between two and five dollars according to the position sought. The free bureau was not originated with the sole purpose in mind of giving free information to those seeking employment to the exclusion of those engaged in the legitimate end of the trade, but to protect those who gave

their last dollar to illegitimate concerns that never made any pretention of securing situations for their patrons. And their nefarious practices do not stop here.

On one road out of Chicago that we have in mind, several of these concerns operating under the name of employment bureau and scalper's office, entered into a tacit agreement with a yardmaster to bill certain persons "in charge of stock" and thus secure passage for them, upon the presentation of credentials furnished at the scalper's office. The rates charged for transportation were made to agree with the amount of money the applicant had. This amount was divided between the agency and yardmaster. The rules of the company restricting the number of persons in charge of a car of stock to one person to each car or special consignment, was in one instance overlooked by the yardmaster who had one more passenger than he had cars to be assigned. This led to investigation by the conductor who demanded to examine their contracts. The only contracts that were forthcoming were the cards of certain Clark street agents, upon which was written "pass bearer," followed by the initials of some person and addressed to the yardmaster.

Thus it will be seen that their unscrupulous dealings are not confined to robbing the poor victim of his last dollar,



professing to act as his agent in securing for him transportation or employment, but they engage in a double conspiracy which not only robs him of his money and sets him penniless in the country far from his destination, but are concerned in a scheme to defraud the railroads into which they draw men in honorable service and make criminals of them.

In an editorial in a previous number we spoke of the many shameful methods adopted by these so-called agencies to "shear the lambs of their wool." A committee from the lower house (Ill.) has since been appointed to investigate these agencies and has found a most flagrant abuse of the business existing that these so-called agencies assume to do. In an editorial on this subject the Record-Herald says:

Having gone into the business of maintaining free employment agencies at public expense, the state is under an obligation to regulate the private agencies that are conducted in this city and to more rigidly enforce the laws already enacted to protect the unemployed from imposition and extortion.

An investigation of these agencies by a committee of the lower house of the legislature discloses a condition that calls for more stringent legislation governing the conduct of this business. Testimony was heard from sixty witnesses, who complained of fraud on the part of the private agencies. The house committee found that nearly all these agencies are doing

business contrary to law; that out of ninety-six agencies in Chicago, only one has paid the license required by statute; that many of the agencies fraudulently advertise positions for which they have no request, and depend upon canvassing for the position among business firms after the applicant has answered the advertisement and paid his registration fee. The bookkeeper of one agency stated that the agency had an average of fifteen applications daily at two dollars each in advance, had been in business four years, and that it was impossible to give the name of more than one man who had secured a position during that time.

With nearly a hundred private agencies doing business in Chicago, it is easy to see that hundreds of the unfortunate unemployed are fleeced every year, for the habit of exacting a "registration fee" in advance appears to be general among them. A more intolerable and pernicious system of extortion could not be imagined.

The act of 1899, creating free employment offices, should be amended so that no person or firm can operate an employment agency without giving bond to the state in the sum of \$5,000 or \$10,000 to secure the performance of their contracts. The law should also make the acceptance of a registration fee in advance a misdemeanor punishable by fine or cancellation of the state license, or both.

We believe that the Herald has the right idea for the elimination of the contemptible methods employed and hope to see a recommendation to this effect by the committee who has this matter under investigation.



## IMMIGRATION A MENACE TO LABOR.

The New York Bureau of Labor Statistics for the month of March gives some very interesting figures in regard to immigration that are a subject for considerable study by labor economists and others interested in the wage question and the unemployed.

It says in part:

From October 1, 1819, when the general government began to record the number of immigrants arriving at customs districts by sea from foreign countries, to the close of the nineteenth century—a space of eighty-one years and three months—the volume of immigration at the port of New York aggregated 13,703,162, which represented nearly seven-tenths of the total arrivals (19,777,283) during the same period at all ports in the United States.

In comparison with the corresponding three months of 1899 there was a slight decline in immigration at the metropolis for the last quarter of 1900, the number of persons who landed in October, November and December having been 74,892 in 1899 and 74,432 in 1900. Of the latter the largest element were Southern Italians, who numbered 19,434, or 26 per cent of the total, showing a gain of 7 per cent over their immigration of the previous year. The Hebrews were second, 9,163 of that race having landed, this being 9 per cent less than in the last three months of 1899.

During the last quarter of 1900 the proportion of male and female immigrants did not materially differ from that of the like months in 1899, in the former period the males numbering 43,704, or 58.7 per cent, and the females 30,728, or 41.3 per cent; while in the latter year 61.2 per cent

(45,843) were males and 38.8 per cent (29,049) were females. Considering the races whose immigration exceeded 2,000 for the quarter ended last December the greatest disparity as to the proportion of sexes was among the Northern Italians, 72.4 per cent of them being males and 27.6 per cent females, and the smallest difference was among the Germans, of whom 51.8 per cent were males and 48.2 per cent were females.

The great majority of the newcomers continued to drift toward the industrial centers of the North Atlantic Division, 57,440, or 77.2 per cent, of those who passed through the port of New York from October 1 to December 31, 1900, naming those states as the places to which they were destined. Fifty-six per cent of that number remained in the state of New York.

Fifteen and four-tenths per cent (11,436) were bound for the North Central Division, while 3,142, or 4.2 per cent avowed their intention to go to the Western Division, and 2,414, or 3.2 per cent to the South Atlantic and South Central Divisions.

If we have escaped from the heathen Chinese we have certainly had the measure made good in Dagos and other races whose presence is quite as much of a menace to labor as the pig-tail celestial. It is a safe proposition that the demand for laborers is not keeping pace with the influx that lands on our shores who are in search of labor. This being true, it is a question of time only until there shall be two or three men to every job. What condition of affairs must then exist? To those who take a selfish view of the case and assert that this influx, from whatever nation it may come, will not directly interfere with our employment, we will say that we do not apprehend any interference directly any more than they, but it is only a reasonable argument, and one which has already been demonstrated in a number of instances, that just so soon as this influx begins to crowd those engaged in menial service and in the various crafts, creating a competition in wages that will not permit the American to live and enjoy those comforts which he has enjoyed, that workman will abandon his job or trade and seek employment in the next higher grade of service that promises him a living, whether it be braking or something else.

There is no closing our eyes to the fact that a railroad position offers many in-

ducements to those engaged in every trade. There was a time when our interests were safe-guarded in a sense and when the influx into the service was not so great as it now is, on account of the fear of injury in handling cars, such as coupling, etc., but that safe-guard is now fast becoming a thing of the past with the introduction of safety appliances, and men in all trades are forsaking them to enter railway service.

An accompanying table in the report shows that thirty-three races or peoples composed the vast number of arrivals. Of the 74,432 people who are included in the report ended December 31, 1900, 12,704 were under 14 years of age; 50,018 were between the ages of 14 and 45, and 4,710 were upwards of 45, the Southern Italians having more than double the number of that of any other country, or 4 per cent of the entire number above the age of 45.

If we are right in assuming that the old Italian has no greater earning power than the German, the Englishman, the Welchman or the Scotchman, he must either possess talent along other lines above those mentioned or possess sufficient money to keep him independent of work, or be handicapped by the natural energy of the above-named races and their knowledge of American ideas, and become a charge upon the public.

It is not our purpose to wage an individual war against the Italian nor any other people at this time. There are those of other nations equally undesirable as citizens and whose presence is more of a menace to us directly than the old man who promises to become a charge upon the public in a few years at most. It is those who come to our shores without any idea of how Americans wish to live and what wages are necessary to surround us with those comforts that enable us to contribute to society, that are a menace to us. There can be but one end to such an influx and at the rate it is now pouring in. Already our country is filled with large numbers of our own citizens begging for work at "any old price." With several more years, each adding seventy-four thousand four hundred and thirty-two immigrants to be thrown upon the public and the labor

market, to compete with the many who are even now struggling to keep their heads above the waves, it is easy to see what the condition of the laborer will be. With such a serious aspect in view would it not appear that more rigid immigration laws were necessary? If our immigration laws are lawful, based upon certain qualifications of character and the possession of a stipulated sum of money, together with being a person of sound mind, we see no reason why there should not be an intellectual qualification demanded as well. It is more to the interest of the government that a foreigner be able to interpret our constitution and thus be conversant with the basic principles upon which our laws are built, than to possess a given sum of money that has nothing in it to recommend him to us. Were this made a provision to admission to this country we would at least be benefited to the extent of securing a

more intelligent class of citizens, upon whom we might logically depend to render a higher class of service to the employer and at the same time understand good wages. The menace to labor does not lie in competition with this latter class of men, but with the poor, ignorant foreigner who knows nothing of our manner of living, and accommodates himself to conditions and wages that drive Americans out.

It is our hope that our immigration laws will be so amended as to make the ability to read the constitution of the United States of America intelligently a requisite to admission. To our mind it is as clearly constitutional as any of the specified requisites now embodied in our laws and by far a fairer and more rational method of keeping out the undesirable class than that embodied in the Chinese Exclusion Act.



### ANOTHER STATE AGAINST TICKET SCALPING.

A bill has just passed both houses of the New York legislature and is in the hands of the governor for his signature, making ticket scalping illegal in that state. Pennsylvania has a similar law which has been sustained in the county court at Pittsburg, by the superior court and by the supreme court of Pennsylvania, which proves the constitutionality of the law.

In speaking of the Pennsylvania case in connection with this subject the Railway Age says:

In the Pennsylvania case the defendant challenged the constitutionality of the act by contending that it was in violation of the fourteenth amendment of the constitution of the United States, which declares that "No state shall make or enforce any law which shall abridge the privileges or immunities of the citizens of the United States; nor shall any state deprive any person of life, liberty or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws." Again, he contended that the act was in derogation of the rights "of enjoying and defending life and liberty, of acquiring, possessing and protecting property and reputation, and of pursuing their own happiness," declared by the state constitution to be "inherent and inalienable." He also

asserted that the act violated the constitution of the United States in that the act impairs "the obligation of contracts," and "is an attempt to regulate commerce among the several states." The courts sweep away these pleas, making some caustic references to the business of ticket scalping as "prolific of fraudulent results," "a business not recognized by the law as respectable," etc.; and allusion is made to the fact that the statute under consideration has been in existence nearly forty years, in spite of numerous attempts to prove it unconstitutional.

The traveling public is to be congratulated that, if the bill is signed by the governor, New York will be added to the list of nearly a dozen states in which ticket scalping is an illegal trade. It will mean reduced rates to the Pan-American Exposition, and in general will stop great waste of revenue and enable the roads to give their patrons a lower average of uniform rates, in place of the spasmodic cuts, which benefited only the scalpers and a small proportion of the great body of travelers. The new law carefully protects ticket buyers by requiring the roads to redeem unused tickets—as they already do—and its effect will be beneficial to public morals by abolishing a business that depends upon deception, dishonesty, violation of agreement and often upon forgery and theft for its success. It cannot be long before Congress also puts its

condemnation upon this evil and makes ticket scalping illegal in all the states at once.

The courts have certainly been judicious in the matter. It is evident that they are too wise to allow any flexible interpretation of the Constitution to warp their better judgment concerning a business that is so apparently a violation of those same basic principles upon which our laws are based. Our Constitution was never intended to protect those who acquired property in a business that in itself was ille-

gitimate and prolific of fraudulent results. We trust the time may soon come when every state in the union shall array itself against this class who thrive upon the traffic that is carried on to the welfare of which they in no way contribute, but attach themselves after the fashion of a leech which sucks away what life it can, depriving the public of those advantages that would be theirs if scalpers did not keep up the incessant drain upon its revenues.



### A SCHEME FOR AGGRANDIZEMENT.

The United Brotherhood of Railway Employees is the name of a secret organization which has been started at San Francisco by employees of the Southern Pacific. Members of the Order of Telegraphers are thought to be the moving spirits. The avowed purpose of the new brotherhood is stated to be to band together all the railway employees of the country into an organization similar to the American Railway Union, which went to pieces under the administration of Eugene V. Debs. A year or two ago the Southern Pacific made an effort to establish a relief and pension department, but it met with opposition from many of the employees, and a desire to defeat any attempt that may be made to revive this department is given as one of the objects of the new union. Officers of some of the older organizations have assured the officers of the Southern Pacific that they do not approve the plans of the new brotherhood and that they will lend it no encouragement.—Railway Age.

The claim that fear of the relief department scheme being revived is the object of the proposed new dispensation, is simply a lame effort to find a flimsy excuse for the existence of the new union without disclosing its real object. The proposed relief scheme was withdrawn by the late Mr. C. P. Huntington, then president of the S. P., because of the strong opposition of the employees, which was expressed by and through the regular committees of the old organizations. The same opposition would be aroused and expressed by the same employees in the same way if effort to revive the scheme should be made. The employees are unalterably opposed to the establishment of

these so-called voluntary relief associations. The existence of the U. B. R. E. was not necessary to successful opposition then and is no more necessary now than then.

No! No! That is not the purpose or object of the U. B. R. E. The real object is to furnish official positions for one or more self-constituted and self-elected leaders of labor, whose efforts to secure such office in the old organizations have failed. Not being able to reach their ambitions in the organizations already established, they now propose to build an organization of their own with themselves as the central figures and foundation. How many times has this been undertaken and how many men have come to grief through following such motives! The end has been the same in every case and this new effort will, sooner or later, go the way of all the rest. The man who proves himself untrue, unfaithful and disloyal to one Order, which he has voluntarily affiliated with and obligated himself to support, as have those most prominent in this move, cannot be expected to be loyal or true to any other Order. We do not know what assurances may have been given to the officials of the S. P. by local officers of the old organizations, but it is certain that no member of one of the old organizations, who has any desire to be loyal to his organization or to serve his own best interests, will lend any recognition or encouragement to this new move.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

On January 17 a meeting was held for the purpose of organizing a Ladies' Auxiliary to the Order of Railway Conductors at Danville, Ill. Mrs. Moore from Toledo was with us. The day was spent in organizing, installing officers and going through with the various workings of the Order.

Officers installed are as follows: Pres., Stella Vincent; V-Pres., Stella Dunnigan; Sec. and Treas., Lallie Sowash; Sen. S., Marie McCollough; Jun. S., Birdie Bloss; Guard, Frances Schaaf; Chairman Ex. Com., Mrs. J. Q. Patterson; Sub. Agent, Mary Maroney; Musician, Etta Hauss; Delegate, Stella Vincent; Alternate, Mrs. F. M. Kelso; Correspondent, Minnie D. Austin.

Many and applicable names were suggested for our Auxiliary, but by vote of majority we are Stella Auxiliary No. 153, that being in honor of Pres. Stella Vincent and V-Pres. Stella Dunnigan.

At the close of this, our first meeting, we were all very tired, but felt we had spent a pleasant and profitable day. That evening a banquet was tendered by the conductors of Division 127, and the success of it in every detail was most pronounced. Speeches were made by many, our Grand Organizer and her fine views being very much admired by all present. Owing to illness in family your honored scribe was unable to attend, but by direction of the many participating, I am enabled to say the banquet was highly successful in every particular, and with two of our Sisters I am told it is an event never to be forgotten. These two Sisters went without escorts, and a slight flirtation was the result, and I am told that Sister Bloss went straight home and dreamed that she was editor-in-chief of the Morning Herald, and Sister Sowash imagined herself at the head of the police department. Just picture to yourself Sister Sowash directing the police force of the city of Decatur, and then you will be able to imagine her chagrin at awakening to find it untrue. On the evening of February 7th the Brothers and Sisters met at the home of Brother J. Griswold to participate in a birthday social. It wasn't anybody's birthday and yet everybody had to put up the number of pennies they were years old. Altogether we had a most pleasant and profitable time, and all join me in voting Brother and Sister Griswold many thanks for their kind hospitality. The re-

ceipts of the evening were very good and help to swell our treasury.

Being yet in our infancy we have no noted events to chronicle, but in our next we shall endeavor to tell you something of the ball, which we anticipate giving in the near future, or rather that which Division 127, with our assistance, will give. A successful entertainment is expected, as success is a marked characteristic of that all-important body, No. 74. There is only one little shadow to thus far darken the career of Division 153 and this is the removal of Brother and Sister Nelson from our midst. Sister Nelson soon leaves us for her home in Nashville, Tenn., Brother Nelson having gone there some time ago, and is on the Illinois Central railroad between Nashville, Tenn., and Paducah, Ky. I think in the departure of Sister Nelson we can appreciate more fully the purpose for which we are banded together, and something of the importance of our solemn obligation, and I believe there is lots of room for reflection on this subject, not only in Auxiliary 153 but in all sister Auxiliaries. A great many good wishes follow these departing ones, and we console ourselves with the thought that our loss is some one's gain. With kindest wishes from our flock to all Brother and Sisterhood.

CORRESPONDENT.

Danville, Ill.

**Editor Railway Conductor:**

Auxiliary 152 was organized December 13 and 14, 1900, with the following officers: President, Mrs. J. B. McCrory; Vice Pres., Mrs. R. L. Plemars; S. and T., Mrs. P. H. Norris; S. S., Mrs. G. M. Shackelford; J. S., Mrs. W. R. Cargile; Ex. Com., Mrs. R. L. Price, Mrs. J. W. Christian and Mrs. S. Beasley; Guard, Mrs. C. C. Price; Musician, Mrs. R. L. Price; Delegate, Mrs. R. L. Plemars; Alternate, Mrs. M. L. Markel; Correspondent, Mrs. R. H. Thorp. Organized by Mrs. R. F. Phillips, Grand Deputy Organizer, of Jackson, Tennessee. I sincerely trust we have a number of earnest workers as Mrs. Phillips was, who won numerous friends while in our city and being entertained by our vice president, Mrs. R. L. Plemars.

Dear Sisters and friends: We are, as you see, almost last, also least in our membership. I presume, and being so young in the cause of the good and noble work, taken up for our new year. And

now three months has swiftly passed us by, and for our treasury we have given one little entertainment, a Valentine party at Mrs. Beasley's—proceeds and interest very encouraging to new beginners, as everyone seemed to have a most delightful time. Yet we have the same complaint to make as others, all our members do not attend as regularly as we would like. Although a number of our members are out of town, and it is impossible for them to attend all meetings, still hoping to be the faithful few. And such I believe is the interest thus far shown. As yet we have taken up no special line of work, but hope to begin at our next meeting. Our attendance for last meeting was very encouraging, and as the spring approaches, with all the beauty and loveliness of the season, may we, too, awaken more vim, and I hope that we may cultivate the purer and better quality of our nature, show our fraternal charities by our deeds of generosity and forbearance.

Tuscumbia, Ala.

MRS. R. H. THARP.



#### Editor Railway Conductor:

Our Auxiliary (No. 43) is moving on nicely. Much interest is being manifested in regard to our convention. Quite a number are going. All anticipate a good time. We have had several new members added to our number and hope to have many more. We have commenced our teas and hope they will be conducive of much pleasure and good to our Auxiliary. Hoping to meet you at the convention.

MRS. JULIA A. HARRIS.

Atlanta, Ga.



#### Editor Railway Conductor:

The L. A. to O. R. C. is progressing nicely. We had several additions since my last letter. We had a coffee and short program in our hall April 10, which was a grand success. Brother Frank Cline is on the sick list, has been in bed the last two months.

Our delegate, Sister Patton, has been our President the last two years, and a better President could not be found anywhere. If she is as good a delegate as she has been a President we know our Auxiliary will be well represented. Sister Wilson, although a new member, perfectly understands her office as President, and we have perfect confidence that she will prove beneficial to our Auxiliary. She understands our motto and practices it. Sister Harry Lewis is filling her office as Vice-President the second year. Sister J. O. West is our S. and T. She has done her work so nicely we have given her the office the second year. I can speak a good word for all our members and want to encourage all those that are eligible to membership to hasten the time and come join our band. As steam the mighty engine moves, e'en love in us the power proves. While faith doth but the throttle pull, to manifest God's love is full.

Although we are few in number, Ottumwa is not a very large city compared with other cities, yet Iowa is centrally located and we would like to have the Grand Convention in Ottumwa in the near future. We are anxiously looking forward for our Sister, Mrs. Anna Dill, of Denison, Texas, to return to Ottumwa. Sisters Dill and DuBois worked hard for several weeks to get enough members together to organize No. 14, and we are always glad

to welcome her home, but sorry to learn that she refused to accept the office as delegate from Auxiliary 28 to the convention. May the good work of the L. A. and O. R. C. always be as bright as the stars in heaven and their good deeds as bright as the sun. Now Sisters, one and all, to other's faults a little blind, and to their virtues ever kind.

Ottumwa, Ia.

MARY. M. DuBOIS.



#### Editor Railway Conductor:

Auxiliary 94 is slowly moving along on account of a very poor attendance, but, Sisters, if you will only come out and give your hearty support we will have an Auxiliary we may be proud of. Sisters, don't say you cannot spare an afternoon. We only meet every two weeks, and if we all come on time we could get through soon, and you certainly can spare an hour or two. It is very poor encouragement for our new President to come and find hardly enough to fill the chairs, and each time the same persons. I am fully aware there are members who cannot come at present, and I also know a great many who could attend if they only would. Now, Sisters, make an effort and see if we cannot have a good attendance at our meetings. At our annual election the following officers were elected and installed: Pres., Mrs. M. Ruhling; P. P., Mrs. J. Helterline; S. and T., Mrs. C. Root; S. S., Mrs. F. Lytle; J. S., Mrs. J. Harris; Guard, Mrs. D. Scarry; Ch'm. Ex. Com., Mrs. J. Griffin; Sub. Ins. Agt., Mrs. J. Rainsford; Correspondent and Musician, Mrs. W. S. Miller; Delegate, Mrs. F. Hoffman; Alternate, Mrs. F. Lytle. I hope the members of Auxiliary 94 will give them their support during their term of office. We were invited by Sister Gray to a rag-gee at her home last week. Those who went had a very pleasant time, and at 6 o'clock all sat down to a table well filled with good things, which we all enjoyed.

Erie, Pa.

MRS. W. S. MILLER.



#### Editor Railway Conductor:

No. 156, Ladies' Auxiliary to Order of Railway Conductors, was organized March 3, 1901. The organizer, Mrs. Olive Noble, of Palestine was assisted by Mrs. Parker, of Denison, Tex. The ritualistic work was exemplified in a beautiful manner by the Grand Organizer and visiting member of the Auxiliary. The officers for the coming year are as follows: Pres., Mrs. J. E. Turner; V.-P., Mrs. Carter; J. S., Mrs. Newman; S. S., Mrs. J. C. Pugh; S. and T., Mrs. F. H. Green; Guard, Mrs. Bradberry; Musician, Mrs. Thomas; Correspondent, Mrs. J. C. Pugh. Following the banquet and music, an address was made by Brother Proud. The members and guests returned down stairs, where two long tables were covered with dainty linen and delicious refreshments to enhance the effect. Everyone did full justice, after which we all went home happy.

Our new Auxiliary starts off with bright prospects. On April 18 we had a tea at the home of our President, which was greatly enjoyed by all. We made quite a neat little sum for our trouble, besides all had lots of fun. I like the letter of our good Sister Noble, of Palestine, in the April Conductor. She always says good things for our encouragement. We will always have a warm spot in our hearts for her. Had it not been for her ef-



forts, we would never have had an Auxiliary here. We had a good letter from the Brothers of 396, telling us that they appreciated our Auxiliary and would help us, if we could not "make it" alone. (Now ain't they good to us?) Good luck and best wishes to all O. R. C. and L. A. Divisions.

Long View, Tex.

MRS. J. C. PUGH.

#### Editor Railway Conductor:

Auxiliary 11 is steadily growing; meeting attendance is large, and at the present our convention is the subject of interest to us. Sister Ryan, who has served us several times as President, has worthily been chosen delegate. Our President, Sister Newland, assisted by Sisters Linnens and Blainey entertained us by a birthday party to assist in raising money to send our delegate this year. I enclose the invitation, as some other Auxiliary may be glad to get the form. It reads thus:

This birthday party is given to you, 'tis something novel, 'tis something new. We send you each a little sack, please either send or bring it back with as many cents as you are years old—we promise the number will never be told. Kind friends will give you something to eat, and others will furnish a musical treat. The L. A. to O. R. C., with greeting most hearty, feel sure you'll attend your own birthday party. If the years of your age you care not to tell, a dollar in silver will answer as well.

Of course, there were a few too old to attend this party, and a few who enclosed the dollar. When Sister Newland sends out invitations we know a jolly time is in store for us and act accordingly. We enjoyed several musical treats as well as some fine recitations from little Helen Kaety, who shows great talent for elocution. While we tell of the pleasure we have had we must also tell how our dear Sister Dumaw has been prostrate by the death of her husband, who was killed here in the city by the cars. Again, we have had to part with Sister Cooly, who has moved to New Franklin, Mo.—a staunch worker and our S. and T. of only a few meetings. Already we miss her willing hands and trust she will have occasion to return to St. Louis again ere the year ends. Sickness has kept ye correspondent from the meetings since November last, hence the silence. But Sister Cory again fills the Secretary's chair, and the good work goes on. We hope to meet many Sisters from other Auxiliaries at St. Paul.

MRS. V. S. STONE.

St. Louis, Mo.

#### Editor Railway Conductor:

Auxiliary 24 has duly installed its officers, and they have already put their shoulders to the wheel. We thank the ladies from Auxiliary 9 for their assistance and hope that they will come again. We all feel sorry to lose Sister Dushane, who has transferred to Auxiliary 88, but our loss will be their gain. We miss her at our meetings, as our Auxiliary is small, but we are growing slowly. Mrs. D. E. Gibson was taken into our Auxiliary at the last meeting, and we have two more candidates ready. We enjoyed a very nice lunch after the meeting. Sister Berry, of Auxiliary 9, was a visitor at the last meeting; we enjoyed her company very much and trust that she will come again. Our Auxiliary

is to be inspected at the next meeting by Sister Rinehart, of Auxiliary 9. She is always welcome, and we feel proud to have her come. Brother Conley lost his mother this week by death. Sister Bennett's son, Joseph, was very sick with rheumatism, but is getting along nicely now. We all feel very thankful to Sister Conley for the beautiful shawl she donated to be chanced off to build up our treasury. I extend an invitation to all Sisters to visit us.

Derry, Pa.

CORRESPONDENT.

#### Editor Railway Conductor:

At the first meeting in January Auxiliary 104 installed the following officers for the ensuing year: Pres., Mrs. L. Clendenen, (re-elected); V.-P., Mrs. L. M. Ferryman; S. and T., Mrs. A. M. Garner; S. S., Mrs. H. B. Gates; J. S., Mrs. A. M. Barnes; Guard, Mrs. G. E. Meadimber; Ch'm. Ex. Com., Mrs. J. A. Larimer; Sub. Ins. Ag't., Mrs. L. M. Ferryman; Musician, Mrs. W. T. Crabbe. We also elected Sister Clendenen as delegate to the Grand Division; Sister J. A. Larimer, alternate.

The O. R. C. and the L. A. together gave a ball February 18, which proved very successful both socially and financially, everyone present seeming to have an enjoyable time. We have 21 members enrolled; of these only ten are now living in the city. Sister Johnson recently removed to Riverside, Cal., and Sister Christopher to Port Huron, Mich. Both being faithful members, we miss their faces at our bi-weekly meetings. Brother Harris met with a serious accident while out exercising his horse and will be confined to his home for some time. Sister Garner and also Sister Ott, of Auxiliary 100, are both on the sick list. We have started a sewing circle and before long expect to have aprons and sofa cushions for sale.

At the close of our last meeting the ladies of the B. of R. T. unexpectedly dropped in, giving us a pleasant surprise of oranges and bananas, which we enjoyed very much. We certainly shall not object to their coming again. Although only a few in number, we enjoy our meetings and look forward to them with pleasure.

Streator, Ill.

MRS. G. B. SEITZ.

#### Editor Railway Conductor:

During the past few weeks we have had several outings worthy of mention. In each case eating and a jolly good time were the leading features. We are increasing our membership right along. Our Sisters are all enjoying good health and always enjoy a good time whenever opportunity is given. March 28 was Brother J. M. Sarver's birthday, and we went to his home and had a very pleasant surprise, and to say he was surprised is putting it mildly. In behalf of Auxiliary 9 our President, Sister Ody, presented Brother Sarver with a very beautiful watch-fob and O. R. C. charm. Brother Sarver responded and thanked Auxiliary 9 for their beautiful gift. Sarah, our poetess, was there with her little piece of poetry, which was very funny. Music was one of the features of the evening. On April 9 was a trip to Irwin, it being Brother Philip Moonly's birthday. Sister Rambo had a time to get him away from home and a great time to get him back. He welcomed the Brothers and Sisters and friends to his

home and hopes they will come again. In behalf of Auxiliary 9, Sister Ody presented Brother Moonly with a beautiful watch-fob and O. R. C. charm. Brother Moonly responded and said he could not find words to express himself, but thanked the Auxilliary for their beautiful token of remembrance. Sarah was there with her little piece of poetry also, which was very good. One of the features of the evening was the fortune-teller, which was Sarah. If any of the Brothers or Sisters wish to get any information on fortunes, just ask Brother J. C. Naser; he has not been able to work since he had his told. Never mind, Johnny, you will know better the next time. On our April 11th meeting day we had a good meeting. We were glad to have Sister C. M. Taylor, of Greensburg, with us. We had two McKees' Rocks Sisters with us, and we extend our welcome to them and as many more as care to come when opportunity affords. The visiting Sisters were Sisters Riley and Dunlap. On April 12 we had a surprise party on Brother Henry Faut, it being his birthday. Brother Faut said it was a great pleasure to him to have Auxiliary 9 and O. R. C. Brothers eat dinner with him, as it was the first time he had ever had anything of the kind on his birthday. In behalf of Auxiliary 9, Sister Ody presented Brother Faut with a beautiful silk watch-fob and O. R. C. charm. Brother Faut responded and thanked the Auxilliary for their beautiful gift. Sarah was there with her poetry also. The event of the afternoon was dancing. Brother Faut and two sons furnished the music, and Brother C. L. Stevenson was prompter. Wishing prosperity to all O. R. C. and L. A. Divisions.

Pittsburg, Pa.

Mrs. PHILIP MOONLY.



#### Editor Railway Conductor:

Auxiliary No. 155 was organized March 7th with twenty-eight members. Grand Organizer Mrs. W. H. Shaffer of Sunbury, assisted by Mrs. F. Long and some visiting members from Easton, who filled the chairs and exemplified the ritual. After the morning session the new Auxiliary, with the visitors, were escorted to the hotel by a committee of Division 153, O. R. C., where an elaborate dinner was partaken of. The address of welcome was delivered in an able manner by W. G. Thomas. Excellent music was rendered. Following the banquet an address was made by G. A. Hearn, and was responded to by Mrs. W. H. Shaffer, Grand Organizer. The members and guests returned to the lodge room, when the public installation of the following officers took place: Pres., Mrs. E. E. Mumbower; V.-P., Mrs. W. J. Zerbby; S. and T., Mrs. F. W. Gower; S. S., Mrs. C. E. Britsford; J. S., Mrs. W. A. Meyers; Guard, Mrs. Fred Frundt; Ex. Com., Mrs. J. B. Sassman; Mrs. Owen Sheridan, Mrs. D. T. Paxson; Correspondent, Hettie K. Powell; Musician, Mrs. W. H. Gulacher; Ins. Agent, Mrs. W. A. Meyers; Delegate, Mrs. E. D. Mumbower; Alternate, Mrs. W. A. Meyers.

In the evening a reception was tendered the new Auxiliary and visitors at the residence of D. T. Paxson. The evening was pleasantly spent in music and dancing. Supper was served.

At our first regular meeting, held March 21st, we

received an invitation to attend the installation of G. I. A. to B. L. E. on April 10th. The invitation was accepted. The invitation was also extended to the Auxilliary to the Trainmen. The lodge room, which is quite large, was filled. After the installation, coffee, cake and cream were served. After the refreshments were served the ladies had a cake walk and dancing. We spent a very pleasant afternoon, and April 10th, 1901, will be remembered pleasantly by all who were present.

Mauch Chunk, Pa.

HETTIE K. POWELL.



#### Editor Railway Conductor:

On January 12 Auxiliary No. 52 held its regular meeting. Installation was the program of the afternoon. The following officers were installed by our Sister, Mrs. Fred Murset, Past President: Pres., Mrs. N. Tittsworth; Vice-Pres., Mrs. G. Allerton; S. S., Mrs. J. Speidel; J. S., Mrs. H. Daniels; Sec. and Treas., Mrs. Chas. Carley; Guard, Mrs. Coughlin; Ex. Com., Mrs. C. Doty; Mrs. W. H. Luckey and Mrs. Dewitt Patterson; Representative to Grand Lodge, Mrs. C. Carley. After installation a very enjoyable time was had at Peters' restaurant.

On April 3rd, in all the rain, about twenty of the ladies of the Auxilliary boarded the train at Port Jervis for Suffern. We were invited down to spend the day with Sister Boughner. The rain came down in torrents, but we were not disheartened, for we knew what a pleasant time was in store for us. We were not mistaken in this respect, either. Mr. and Mrs. Boughner have a delightful home and entertained us royally. We danced, played euchre and many other enjoyable games and did justice to a spread of good things. Toward evening the sky had cleared and we enjoyed a walk through the village. Suffern can boast of many pretty residences, which are nicely set off by terraces and the surrounding mountains.

ONE WHO WAS THERE.

Port Jervis, N. Y.



#### Editor Railway Conductor:

Auxiliary 47 has begun its work for the year with a very efficient corps of officers. Pres., Mrs. O. Conrad; V.-P., Mrs. C. Nolte; S. and T., Mrs. W. Adams; S. S., Mrs. H. Leonard; J. S., Mrs. G. Mickey; Guard, Mrs. C. Snyder; Ex. Com., Mrs. G. I. Wood, Mrs. R. Hammill and Mrs. E. Eastright; Correspondent, Irene V. Poffenberger; Sub. Agt. of Ins., Mrs. G. Mickey; Musician, Mrs. Annie Enders; Delegate, Mrs. W. Adams; Alternate, Mrs. R. Hammill; the Link Members are: Charity, Mrs. L. Wertz; Truth, Mrs. G. Himes; Friendship, Mrs. R. Nye; Banner Bearer, Mrs. E. Eastright.

On the evening of February 1st, the seventh anniversary of the L. A. to O. R. C. was celebrated. It was an old-fashioned home-gathering for the conductors and families. Many of the Brothers were unable to attend on account of their duties on the railroad. The entertainment, which consisted of music and recitations, was much appreciated by all present, after which refreshments were served, and were enjoyed by all who partook of them. The money realized from the chancing off of the cake was quite gratifying. The Division

appreciated the letter sent by Brother Wood, Secretary of 143, thanking them for their kind invitation to be present at their anniversary, and the hospitable manner in which they were treated. The Auxiliary has decided to give a series of socials, the proceeds to be taken for the piano fund. The first one was held at the home of Sister Mickey. She was assisted by Sisters Gilliland, Nolte and Gramm. Sandwiches, coffee, ice-cream and cake were provided by these four Sisters, at their own expense. The amount realized was \$4.60. The second was given by Sisters Stahler, Wertz and Cornelius, at the home of Sister Himes. Chicken noodle soup and a variety of other good eatables composed the bill of fare. The receipts of the evening were \$7.78. On Thursday evening, April 11th, at the home of our President, with Sisters Nye, Walters and Myers as helpers, a hot biscuit supper was held, which was another success. The biscuits were baked by Sister Myers, who is deserving of great credit, as we all know it was warm and tiresome work. The money collected at this social was \$5.55.

We hope some more of our members will work as nobly and energetically as these Sisters have at their socials. They are certainly deserving of much praise.

Quite a number of our Brothers and wives are making a real preparation to attend the convention. About twenty-five of our Auxiliary will attend. Sister Adams will go as our Delegate. No doubt what she gets at this convention, she will give back to our Auxiliary a hundred-fold upon her return. Our Auxiliary has never been in a more prosperous condition than it now is. We expect to add to our membership next month four new members. We are glad for this new addition. We know these ladies will be a great help to our Auxiliary. We hope they will not forget the day for initiation. They need not feel the least trepidation. Our meetings have been well attended during the past month and greatly enjoyed. While some of us were detained at home on account of sickness, the writer among the number, yet we were not forgotten by some of our kind Sisters, and were much cheered and encouraged by their visits.

Now let us remember our Auxiliary is not composed wholly of these newly elected officers, but we as members have placed them there, and it is our duty to encourage them and work with them in love and harmony, for the advancement and improvement of our Auxiliary. Our actions toward them will speak louder than our words.

May this year bring to all Divisions and Auxiliaries much happiness, and may there be no limit to their success. IRENE V. POFFENBERGER.

Harrisburg, Pa.

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Editor Railway Conductor:

The correspondent of Auxiliary 139 for the year 1900 has written to you of the installation of officers and other items of interest pertaining to the old year. She has also, in an acrostic, given her idea of what our president should be. We all feel that Sister Sykes is just that kind of a president, "The ideal president," and we are learning to love her more and more as each meeting brings us into closer and better acquaintance with her earnest

desire to serve the best interests of the Auxiliary in all things. We have had some very enjoyable sessions so far this year, and the attendance has been good considering the stormy weather we have had to contend with. After one of our regular sessions we had a thinking contest, Sister Thompson winning the prize. At another were very pleasantly entertained with music and a cake walk. The entertainment committee, which was appointed for the year, have also given us two delightful socials. On March 14 we were entertained at the home of Sister Clayton and, although the weather was unusually disagreeable, supper was served to over forty persons, members with their families and friends. Vocal and instrumental music were among the pleasures enjoyed. April 4 we spent a delightful afternoon and evening at the home of Sister Stiles. There was a good attendance, music again being a feature of the evening. Supper at each place was very elaborate and served in a manner typical of the Auxiliary. We added a mite to our treasury in each case and gave pleasure and happiness to all present. We hope to have the privilege of attending one every month, as the influence of these pleasant meetings can only result in good to all. Much credit is due the entertainment committee for arranging these socials in such a harmonious and successful manner. They are also planning a May ball to be given May 2, which you will hear about in my next letter. Let each one of us not only remember, but practice the truest, noblest rule of politeness, that was given two thousand years ago by the grandest gentleman that ever lived, "Whatsoever ye would that others should do unto you, do ye even so unto them." Wishing all Auxiliaries success in their efforts. With good will of 139. MRS. J. C. LANE.

Milwaukee, Wis.



Editor Railway Conductor:

The beginning of the new century seems to have been a turning point in the prosperity of our Auxiliary. We have increased in membership and as it grows the interest in the work grows with it. What a pleasure to go to meeting and find twenty to twenty-five happy Sisters to take part and help make the meetings a success instead of scarcely enough to constitute a quorum. We feel that much of this success is due our president, Sister Gilbreath, who thoroughly understands the responsibility of her position. We have added to our list the following new members: Sisters Adkins, Berry, Cross, Draa, Duty, Graves, Johnson, LaBoyteaux, Nelson, Posey, Teeple and Joslin. Two of our most energetic members, Sisters McClintoc and Sliger, have been confined to their homes the greater part of the winter on account of ill health. A vote of thanks is due Sister Houser, who donated a gold watch to be raffled for the benefit of our treasury. Sister LaBoyteaux proved herself champion by selling 60 tickets. The sum realized was quite an addition to our finances.

On April 19th we were inspected by Sister Sanderson of Auxiliary 2. We had an all day session, the ladies serving lunch in the dining room. Sister Sanderson's instructions to us during the inspection were timely, and is to be hoped profitable. Sister Klingensmith will represent us at the Grand Division.

Indianapolis, Ind.

MRS. S. A. COONEY.

**Editor Railway Conductor:**

Century Division No. 149 L. A. to O. R. C. have elected and installed the following officers: President, Mrs. J. G. Anderson; Vice-Pres., Mrs. F. C. Letts; S. and T., Mrs. J. B. Jeter; S. S., Mrs. J. Cunningham; J. S., Mrs. J. Dorram; Guard, Mrs. H. B. Bowlby; Ex. Com., Mrs. R. Williams, Mrs. A. W. McKeown and Mrs. H. Gilfoyle; Correspondent, Mrs. S. C. Mecomber; Ins. Agent and Musician, Mrs. C. A. Weir. On account of some of the officers being sick and not able to attend to the duties we had to elect some over. We installed three different times, hence the delay in not sending the officers' names before.

Sister Smith is about to move to New York state where she will make her home in future. Sister Hammond is also going to leave us. Before breaking up some of the Brothers and Sisters, with a few friends, gave them a farewell party, which was a pleasant surprise. We are sorry to have these Sisters leave us.

On March 13th our Auxiliary was inspected by Sister D. H. Heagy of Lincoln. As Sister Heagy organized our Division, we were more than pleased to have her with us again, and wish she could come often. After inspection all sat down to a well prepared supper, which was served in the lodge room, and from the praise we heard should judge all enjoyed it very much. As our Division is new and the treasury small we will not be represented at the Grand Division in May.

North Platte, Neb. MRS. S. C. MECOMBER.

**Editor Railway Conductor:**

THE RAILWAY CONDUCTOR finds a welcome in our home each month, and how quickly the pages are scanned to see what the Brothers and Sisters are doing. February 5th we held our annual entertainment and "hop," which was a success both socially and financially. Truly the boys who were so unfortunate as to be out that night missed one good time. Feb. 21 was our secretary's birthday, and it being our regular meeting day, we planned a little surprise for her. After our regular order of business the doors of the banquet hall were thrown open. The Sisters had arranged a dainty lunch in her honor and presented her with a handsome collarette, which was received with thanks. All left wishing our Sister many happy returns.

Brother Lundrigan has been appointed Deputy Commissioner of Labor. We congratulate Brother and Sister Lundrigan, but we regret losing Brother Lundrigan from our midst for he was always ready and willing to help the Auxiliary in whatever they undertook. He will be greatly missed and the best wishes of Columbian Division go with him in his new field of labor. Sister Lundrigan will be with us for some time at least and we hope she may remain here permanently, for we have none to lose from the Auxiliary, and surely not one who is such a help to us as she.

I enjoy the letters of P. W. Egan from Meadville, Pa. I know Brother Egan and can therefore congratulate Division 32 in their selection of a correspondent. I like the way he speaks of the L. A. to O. R. C. and only wish the Brothers of Division 2 would take advice and see that their wives became members of the Auxiliary. When once they become members they will remain such for they

will then know the pleasant times which are spent in the Auxiliary room and the good we can do for the Order if we have the help. Our lives are short so let us endeavor to do all the good we can so at the end of life we can look back and feel the world has been better for our having lived in it.

Buffalo, N. Y. MRS. CATHERINE MATTESON.

**Editor Railway Conductor:**

As there has been nothing in the CONDUCTOR for some time regarding the good times Auxiliary 84 has been having, I will let the others know we are still on deck. Surprises were the fad for a time. First, we met at the hall and surprised Brother Kinch on his birthday, presenting him with a smoking jacket. Second, we went in a body and surprised Brother and Sister Shorb, the occasion being their crystal wedding. Progressive whist was the amusement of the evening. At a late hour, after refreshments, all left wishing them many returns of the day.

On the 21st of March, the ladies called on Sister Plumb, who has recently moved here from Denver, and prevailed upon her to demit from Auxiliary 107 and join them. Delicious refreshments were served during the afternoon, and although none of the other sex were present, the Sisters decided it a perfect afternoon.

Following this, on the evening of the 26th of March, we gave a reception at the home of Sister Hartell to four visiting Sisters. They were Mrs. W. C. Crabbe of Grand Rapids, Mich., Mrs. Theo. Johnson of Denver, Mrs. M. Plumb of Denver and Mrs. Ham of Bloomington, Ill. The house was beautifully decorated in the Order colors. Cards and games were indulged in, Miss Ethel Plumb capturing first prize. After cards, ice cream and cake were served. Although Sister Hartell's home is quite extensive, it was crowded to its utmost capacity. As usual, when at Sister Hartell's we had such a glorious time we did not observe the hour, and many of the Brothers can tell how they side-tracked and watched the Sisters hit the cinder path to catch the owl. ONE OF THE ANGELS.

Los Angeles, Calif.

**Editor Railway Conductor:**

I have to report at this cheering springtime newness of life all around us, as the tiny blade is looking up to the light and the singing bird is warbling its sweet note of praise. We, too, must naturally partake of the inspiration to rise on the wings of faith and in good works proclaim there is no failure. And I believe our Order is doing good work; although there are pessimists the world over yet the sun still rises, so does the Order, to greater numbers and a higher plane. The letters from the L. A.'s and O. R. C.'s have risen to a higher plane of thought, therefore expression, which becomes more interesting, each catching the spirit of new-born hope, one from the other, thus adding more luster and significance to our motto. A careful perusal of our favorite CONDUCTOR should convince the most skeptical.

Our March meeting afforded us much pleasure and profit. It was gratifying to have our Sec. and Treas., Sister Conant, with us again, after a long and painful illness. We balloted on a candidate and also took up other needful work, and were re-

with a hot oyster stew and accompanied in our banquet hall. April 2nd came again regular meeting, made still more famous and interesting by the presence of Sister Edgerly Portland, who was commissioned our inspec- tion claimed she saw very little to criticise work—a happy disappointment to us, who went about it. We found her a great help. On many a point, and a Sister whom any one would wish to meet. Two candidates (Sisters Moore and Jones) entered our circle for the link work. The officers are Charity, Hackett; Truth, Sister Giles; Friendship, Goss; and Banner Bearer, Sister Flanders. Session was exceptionally enjoyable, as twen- answered the dinner bell. We afterward d unfinished business.

Brothers gave us a treat in a musical enter- tainment not long since. It was first rate. We are for more. By some oversight I gave in report Auxiliary 49 instead of 59, Boston. The type was responsible for some minor We are at present anticipating a visit of the Mascotts, hoping to greet them at our meeting. Ere we receive our next issue of CONDUCTOR our delegates will be journey- ing an eye for St. Paul, where we do not they will absorb some things rich and rare art to us unfortunate stay-at-homes.

MRS. L. C. FLANDERS.

#### Railway Conductor:

Auxiliary 48 is rejoicing over the fact that she is step to the music of progress and keep- with the times. We are very much elated for prospects to build up our Auxiliary. In so we not only help ourselves, but the in- on goes to others, and in doing so we build grand Order which gives all the power and h. The instinct of love and power bands ly together and makes us one big family bers and Sisters. We have four candidates next meeting. Sisters, we welcome you little band—we need you. We hope that will soon follow. Keep the good work. A good Brother of Division 148 told me their membership was increasing by several tions sent in. We are looking forward light to the time when we will have the drama in three acts which has never before at on a Chattanooga stage or before her uts. The cast of characters are from a country. The play is called "Oh, Why?" expecting a large attendance. The moral d one that the play presents to the audi- will no doubt be the greatest event in nooga that has happened in years, and the knows the plucky city's famous achieve- in the past and her present historic record never die. We, as Chattanooga Sisters, reason to be proud of the results, for we e best city in the land for its size. Her e always hospitable to strangers; we o doors or keys; we throw the keys away e the doors off the hinges and extend a hand-shake to all that come our way. We ecting a great time here during our May out. I will tell you something in my next out it.

Sisters, let us be tolerant—be just and noble, when we listen to the dictates of the higher self. The vast family of human existence is our posses- sion and every noble thought and life is vibrating in us. We hear the teacher of Galilee say: "Neither do I condemn thee, go and sin no more." Let us walk in ways of usefulness, spreading by word and thought the light of love and truth, and selfishness will be transformed and errors fade as the shadows disappear before the morning sun. Oh, let us keep a kindly thought forever on the way, for mighty deeds are often wrought by thinking love all day, and furthermore, they can't be lost, they will return again.

Chattanooga, Tenn. MRS. LOUISE OLIVER.

#### Editor Railway Conductor:

According to the old adage, "'Tis an ill wind that blows no one good." "Romance," the efficient quill pusher for our better half—262—claims that my last letter caused him to ransack the garret for his old type writer, with the result that they had a letter in last journal. He needed a gentle reminder! We have not been idle since last writ- ing. First, we had our experience social. Each of us earned a dollar by our own selves, and told in rhyme at the social how we had earned it. We "sho" had fun. We had a nice musical programme and indulged in a few games. Sister Guilfoyle of Temple was with us, which added much to the enjoyment of all. Then we had a most enjoyable gathering at Sister Dougan's, a few days later, in honor of Sister Guilfoyle. We served lunch and had a jolly time all around. Brother Gleen hon- ored us with his presence and was pronounced a brave man (being the only one there). We had a "candy snatching" at Sister Woods', also a social gathering at Sister Davis', both in honor of the latter, who left us Sunday to reside at Houston. We regret very much to give her up, and our loss is certainly your gain, Sister Shearer. Treat her nicely. And last but not least, we had our straw- berry festival (who has not had one). However, it was the money and not the fun we were after, and our fondest hopes were realized for we were "financially hope up nigh on to forty dollars worth" as the result. Most of our members are excellent workers, ready at all times to do their duty and even more, but we have a few who are not quite so willing or ever ready—I dare not say drones, al- though no hive is complete without them. Let each of you, dear Sisters, who happen to glance over this for curiosity, don't stop and criticise me for mentioning "drone," but ask your innermost self, have I done my duty toward Sister President? Have I helped as I should when she is so patient, never-tiring with us? What does she get for it? Absolutely nothing—nothing, if not our love and loyal service. She is at the post of duty rain or shine; am I at mine? Failing to be, those solemn obligations are broken and we become the "drones." It is not her lodge, my lodge, or your lodge—it is our lodge or Auxiliary as you wish it and when we go sauntering around at any meet- ing, social or financial, with our feelings on a chip watching for some good, thoughtless Sister to look cross-eyed at us so that we may throw up the job and holler, she hurt my feelings; glad she did, was looking for an excuse anyway; had a more import- ant date, didn't want to help with the old thing nohow—all right. Someone has to help and how about that sisterly love? Such being the case, 'twould take one half to keep the other half in a good humor, so let's guard against such by all means. You know an ounce of preventive is better than a pound of cure, and say, did you ever hear a man say, he or she hurt my feelings? I never did, and I'll bet they haven't feelings like women or else they are better protected. Well, the con- clusion is simply curious. Woman, thou art curi- ous! Who won't agree to that?

Sister Bowen has a young conductor at her house, and poor little Sister Hughes had to give up her younger son age three and one-half years. Our deepest sympathies are certainly with her. Look out for our delegate—three cheers for the delegate from Lone Star, 137! SISTER MAC.

Cleburne, Tex.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

It seems we are bound to meet what fate has in store for us, be it good or evil. Every person seems to have their troubles—some more than others. Our troubles, as labor organizations, are really just beginning, as we have now reached that age, and there is work for every one. I notice in the Fraternal columns that many of the Brothers are not satisfied with seniority, and I don't blame them for being aroused on this problem. I can't voice the sentiments of our membership on this question, consequently will use the personal pronoun "I" and speak plainly, in accordance with the way I see things concerning this question. In the first place I will say as I have said before, that there should be no labor organizations in existence, but existing circumstances compel the laboring classes to organize for their benefit, and our country should be ashamed of this fact. The cause for organization and shame needs no explanation. I have been an ardent and strict Brotherhood man for years, and will never speak disparagingly of one of the organizations or one of their members, but will tell the truth as I see and hear it in every case. I desire to state, with all respect and admiration for the organizations, that my honest belief, from a close observation of things is, that the organizations and seniority are harboring and protecting a great number of worthless men (and I may be considered one of them) who serve the company just like some men serve the Lord. They only do their duty when forced to do so by circumstances, or do just enough to hold their place in the church—for what? Some men in the railroad service just perform enough of their duty to hold their place in the service of the company, and who is largely responsible? That is easily answered. Railroad officials should soon see what seniority is bringing the service to, and the Brotherhood is the loser, as well as the company. The company would receive better service and the Orders would also be benefited by the abolition of seniority. Promote men upon their merits, then men will strive to excel, so it is not necessary to explain just when and how all parties concerned will profit. I may be wrong in my views, and if I am I am willing to be convinced, if some one can produce statements showing me just where I am wrong. I have heard men threaten, and saw them disobey, simply because they hold membership in an organization whose laws and objects they have misconstrued to

mean protection for disobedience, and almost anything else, other than the right thing. Order and discipline must reign among men everywhere, in all branches of business, and further laws have been badly bent in order to protect men who, were it not for seniority, would not be in the business of railroading. I have overheard conversations in which men have said that they didn't care a curse whether they were worthless or not, as seniority would put them to their place when the time came for the extremely light examination for promotion.

Then the companies never practice what they profess to teach us in their seniority lessons or rules. Under this plan, influence should play no part, but in some parts of the service all men get their positions through influence, and a practical knowledge of the business takes a back seat. Now, then, the question arises, would the abolition of seniority make these conditions better or worse? Could it be any worse under the merit rule? I will not take up the time or room to discuss this point at this time, but I believe it would have a tendency to relieve all organizations and companies concerned of a great many actions perpetrated through a disposition to be hotheaded, which so often crops out on all sides. To some this may seem rather plain talk, but I say it with malice toward none and favor for no one, but without fear of contradiction, as I am sure I have spoken the truth. A man should never become offended when requested to do his duty, and especially where there is the least encouragement for a man to strictly perform all the duties connected with his position. Endeavor to give to the employer all that belongs to him, or at least three-fourths of it, if you can't see your way clear to do any better for him. While we must all confess that by and through the railroad Orders the companies are getting better service than in former days, we must also confess that seniority is not the proper plan for promotion. So many things approach us with velvety plans, and within which the danger or weapon of injury is lurking, why should we not be aroused to fits of caution and interest in all these questions which daily confront us? So, very often when we think we are doing just right, the very and only thing to be done for the best, the claws appear from within the velvety paw and the injury is done. But under all circumstances we must meet fate and knotty questions boldly and bravely.

The bill which the labor organizations of our



state had put before the state legislature, known as House Bill No. 32, was amended out of shape and then defeated in committee. The bill was as follows: "That from and after the passage of the act all employes in civil action against any person, firm, company or corporation shall have all the rights in said action as persons not so employed." The bill is composed of a very few words, but reaches out a great way, in fact it reached out too far and in too many ways to suit some people, and House Bill No. 189, known as the Henderson Bill, fell in committee also with a dull thud. Brother J. N. Weiler, of legislative fame, was looking after legislation as chief lobbyist for the Orders in the state, but his health failed him at a critical moment and The Employees' Bill fell. We hope for the speedy recovery of the Hon. J. N. W. Hon. E. B. Hardenberg, Auditor-General-elect of our state, is a member of our state senate, and is at present a very busy man, but is always glad to meet the railroad boys at any time. Brothers, if Brother H. has been shoved up a round higher on the political ladder, his hat is the same size and he will always extend the glad hand of good feeling and Brotherly love to all, and especially to the railroad boys, as he is one of us. He is climbing the ladder, round by round, doing good work at every point, thereby assuring for himself a firm grasp upon the next higher round, which he is bound to reach upon merit.

Division 143 is still taking conductors into the fold, who, after admission, seem to be pleased with the trial trip and the work generally. Hoping all Brothers may get the best of this world.

Harrisburg, Pa.

Mox.



#### Editor Railway Conductor:

Business on the Chicago & Erie is on the decrease at present. In looking back over the past decade I can see many changes that have occurred in the railroad business. It seems as though lightning changes are of common occurrence with the men. Railroad companies are becoming amalgamated, and through the concentration of interests men are being let out of their positions, and the duties performed by them are placed in other hands. Brother V. D. Singer about ten years ago held a position on the C. C. C. & St. L. between Delaware and Cincinnati, as conductor. Pat Woods was his flagman. A passenger train ran into their train from the rear, causing their discharge. They came to the Erie. Brother Singer went braking, and in time was promoted to conductor. Mr. Woods went firing and in time was promoted to engineer. On March 22 train No. 78 was in charge of Brother Singer and Mr. Woods. At Levings, Ind., train No. 78 went down the main track against train No. 13, the Wells Fargo Express. Brother Singer turned the air from the rear end of train and stopped just over the east end of the passing track switch. No flag. Train No. 13 came around the curve and you know the rest. Brother Wilcox and Engineer Wilber were in charge of train No. 13. Brother Wilcox turned handspikes over the seats and Mr. Wilber jumped from his engine and broke his arm. On April 8 Brother Singer and Mr. Woods were discharged for the accident. Brother E. M. King is laying off on account of a very painful accident that hap-

pened to his little son Arthur by a hook and ladder wagon running over him, which weighs two tons.

Booze fighters are fast losing their places on the Chicago & Erie. The booze fighter thinks the man that tries to keep him from getting the devil in him through the neck of a whiskey bottle or gliding under the slippery, frothy, deceptive foam of a beer glass, which destroys a man's love and respect for his family by sucking his bank account (if he has any) and bleeding his home from the necessities of life, is his enemy; but no, he is your friend, and the man that plays the friend and says, come Frank, let's take another drink, is your enemy. Brother Never Clear, in March CONDUCTOR, you are (now swell up) entitled to see the big show for \$15.00. If this will be of any help, please accept our sympathy. Brother LaFayette, (March CONDUCTOR,) your letter is o. k., and Brother C. M. W., hope your ideas of insurance for the old conductor will be approved and adopted at St. Paul. We are again glad to call T. E. Day our Brother, as he took the obligation April 14. We have the promise of seven or eight more that want to ride in the chariot.

G. B. M. SEWELL.

Huntington, Ind.



#### Editor Railway Conductor:

Miami Division 320 is moving along nicely and still taking in members. We have only a few more who are not in our fold. That Division 320 is alive for the welfare of the Order has been shown by the active interest it has taken in securing the appointment of Brother Morris to railroad commissioner. A committee called upon Hon. Rob Nevins, before our last spring election and secured his promise to use his influence with Gov. Nash, which he said he would do, as the Hon. Robert Nevins was running for Congress. He solicited the railway orders' support, and it was given to him, and he was elected by the railway orders by a handsome majority. This shows that when the B. L. E., B. L. F., B. R. T. and O. R. C. take a hand in politics in Dayton, it counts, and that hereafter we will be in it. They will come to us instead of us to them.

On April 15th a committee headed by Hon. Rob Nevins, congressman-elect, consisting of Brothers Boyer, Cline and Pease, and Joe Dando of B. L. E., Walker of B. L. F., McJemker of B. R. T., Brothers Devaney, Thrall, Fishbaugh and Peffer of Division 326, called upon Gov. Nash to extend our thanks for the appointment of Brother Morris. Governor Nash was pleased to see such a representation of railroad men, and that he thought he made a wise selection in Brother Morris.

Dayton, O.

MIAMI.



#### Editor Railway Conductor:

Division 281 is getting very close to the century mark in membership and still on the increase, as we have a few applications to work on and more in sight. We generally have a fair attendance, but not nearly so many as we should have with the number of members we have. On election days or when there is an "ax to grind" is the time we see the greatest number of Brothers. Brothers Ashbaugh, Hunt and Weber have been on the sick list for some time, but are now getting around again. Business is good on the B. & O. out of Pittsburgh.

and from the excuses offered for non-attendance, they must be on the road most of their time. On February 4 P. T. Ellery, our local chairman, was appointed trainmaster of the first and second districts. While we lose a regular attendant at Division meetings and a good chairman, the B. & O. get what the Brothers believe to be an A No. 1 trainmaster. It's strictly business with Phil, either as an official or an employee. Have seen a few of the Brothers who are trying to launch a boom for Pittsburg to have the next Grand Division. If promises given at Detroit go for anything Salt Lake will be in the running this year, for it kept Brothers Goss and Conditt both doing their nicest to keep things in line for St. Paul. That Salt Lake Brother was a hustler, and he promised them all a run for their money in St. Paul. Well, Brothers, I hope to see you in St. Paul in May. B. & O.  
Pittsburg, Pa.



Editor Railway Conductor:

We are a small Division with a large number, (303), situated in the pocket of the state of Indiana, not on the "banks of the Wabash," but on the banks of the Ohio. A very lengthy session was held this morning as much business was piled up since last meeting for consideration. Among the papers was a petition for membership, together with the prescribed fee, and two more blanks were taken out to supply the demand for that kind of literature. Division 303 boasts a little, or rather congratulates itself, on being clear of any grievances or financial obligations of any character, and has a cash balance exhibit in the treasurer's report that is gratifying to the whole Division and perhaps is not excelled in larger Divisions. We respectfully invite any Brother who may chance to be in New Albany on our meeting days to appear at our portals. On leaving the Division room this morning we found a member of Division 148 standing on the corner who said he tried our door but could not raise anybody from within and retired. We are very sorry and will offer for our excuse, that the whole Division had our delegate to the Grand Division down tying his hands and feet and preparing to curb his tongue so they would have him ready to send to the Grand Division at St. Paul next month. After unanimously passing a regular motion authorizing him to support our efficient, faithful and conservative Grand Chief Conductor, E. E. Clark, for re-election and to vote for the city of Pittsburg, Pa., as the next regular meeting place for the Grand Division in 1903, it was decreed that the shackles be removed long enough to hear the last will and testament of the overpowered representative, when, to their surprise and chagrin, he honestly confessed that he had not entertained any idea to do other than what they had wasted so much time in trying to force upon him. The good Brother's alarm at the outer door might not have been heard if he appeared during the heat of this scrimmage. However, we offer our apology and hope he will not feel discouraged and will come again when journeying in our parts.

In looking over the contents of the March CONDUCTOR I notice some very interesting communications. Commencing with the first from Division 180, we decided it was the most instructive and intelligent, as it gives a good progressive history of

the Order and what has been accomplished in the past eleven years. Much more could be recorded, of course, but space must be regarded as belonging to over 400 Divisions, which requires some economy on the part of all who wish to write. We read the closing sentences in the letter from No. 3, the second letter under "Fraternal," and are so pleased with what he said we put him down under the merit system. Be sure to read that chapter on page 184 at 100 per cent. We read each letter through and through and as we passed from one to the other we were sure that the last was always best and have placed them all in the 100 per cent row. As almost each one deals with a different subject, it naturally leads one on and on until the end and possibly may inspire some good Brother to write for the next CONDUCTOR in order that there may be one more to read next month.

We are now on the eve of assembling our Grand Division for the purpose of amending our present laws and to make new ones where that great body deems it necessary, to promote the welfare of our Brothers and our Order. The several representatives should go with honest hearts, clean hands, and sober thoughts, mindful that their acts will affect a vast number of persons. Think twice before you speak and be sure you are right before you go ahead, and in all cases of doubt and uncertainty take the safe course and run no risk.

New Albany, Ind.

W. F. E.



Editor Railway Conductor:

My attention has been called to the article written by Mrs. S. S. Grummon in your March issue, descriptive of the trip to Cuba of the "Old Reliable Railway Conductors' Association," but which gives no notice or mention of the fact that the "Conductors' Mutual Aid Association" participated in this trip. I have been asked many times by conductors of both associations, "Did the Mutual Aid go with the Old Reliable on their trip to Cuba, or did they not?" In answering the questions and to prevent further misunderstanding, I desire to say that the two associations met in St. Louis, Mo., after each had held their annual convention in December, 1900, and took the trip together. There were about 70 of the Old Reliabilities and 50 of the Mutual Aids on the excursion. Members of the Old Reliable have asked me for this information, saying that the reports of their convention make no mention of the Mutual Aid participating in this trip to Cuba. This, of course, was no fault of the officers of the Mutual Aid and I wish to say that the officers of the Mutual Aid in making their annual report took particular pains to mention both associations being on the trip and complimented Mr. W. O. Beckley, president of the Old Reliable, for the manner in which he conducted the excursion, which compliment I feel he is entitled to.

C. A. DAVIDSON,

Cleveland, O.

Pres. Mut. Aid Ben. Assn.



Editor Railway Conductor:

It has been some time since I have worried you with a few lines of information from the land of the Choc and Chic, but you all must remember that we are the only Division in the only truly American territory on earth; and it will be but a

few short years more when he of the bow and tomahawk will be no more.

Division 394 ushered in the new year and new century with the following officers: Geo. M. Durst, C. C.; John H. Nelson, A. C. C.; George W. Scott, S. and T.; D. Kinneement, S. C.; George N. Saunders, J. C.; C. C. Maury, I. S.; Wm. Cain, O. S.; Thos. F. Tobin, Delegate to Grand Convention; Geo. W. Scott, Alternate; Cipher Corr. and Leg. Com., George W. Scott; Div. Com., G. M. Durst, G. H. Saunders and D. Kinneement; Grievance Com., G. M. Durst, R. B. Howard, J. C. Farrar.

This Division has started the new year with bright prospects, and if the Brothers will, only assist the officers much good will be done and the work of the year will be a success. We have had great trials and have passed over troubled waters, but I am pleased to note that the right spirit prevails in the hearts of those who compose our membership, notwithstanding the many disadvantages under which we have had to pursue our labors. This is particularly noticeable in our new membership, those who are as yet young in experience in the labor of the Order. One especial case I wish to call to the Brothers' notice is that of our newly made Brother, M. J. Sullivan, who came to the Division, took off his coat and filled the chair like an old veteran, with credit to himself and the fraternity. All success to you, Matt; may you never grow less warm and vigorous in the life work you have undertaken. Yes, it is there; the principles of the O. R. C. are to make bad men good, and good men better. Let us all strive firmly for this purpose. Now, Brothers, how many of you are attending your Division meetings, and are conferring with and exchanging ideas with your Delegate regarding the great and important questions which will confront our noble organization in May next? Remember, you might assist him to form an intelligent link in a chain of thought or ideas which, without your assistance might remain broken. This is your plain duty. And remember this, Brothers, probe your Delegate well, and ascertain where his mind is employed; whether it be on these matters of importance or all the time of picnics and excursions. To my mind this seems the most critical period in our history, and one for sober thought and action. I am pained at the thought that some of our Brothers consider these meetings nothing more than—as one Brother expressed it—a biennial junketing trip.

Brother, are you living as you should? Living our outward life that there may come no reproach upon our noble Order? One which has for its principle the grandest motto in the world: Fidelity, Justice and Charity in Perpetual Friendship? Is not this a noble thought, and one for inspiration to good and noble deeds? How many of you stop for a moment to think of how much and forceful meaning is contained in that word perpetual? Well, it may be I have set some Brother to thinking, and if so I have done good, not harm. Now, Brothers, I wish to mention something that speaks very highly for the membership of the O. R. C. and I hope you will not think I am looking for bouquets. During the past year and a half I have assisted worthy and distressed Brothers who have landed here to the amount of \$520, which the books of the First National Bank will show; and I have

not failed to collect every penny due. While some of the Brothers have been in hard circumstances, it shows a higher moral tendency to do that which is right and honorable, and reflects credit upon them as O. R. C. men. Now, I may be able to meet some of you up in the land of Goss and Condit, and when I do you will see what they call a Choctaw Indian.

Having been the S. and T. of Division 394 since its birth in August, 1899, I wish to thank one and all of the Brothers for timely advice and assistance, and earnestly hope that the good feeling now existing may ever prevail, and I wish you one and all a prosperous year.

GEO. W. SCOTT.

So. McAlester, I. T.



Editor Railway Conductor:

I have been reading what Brother Osborn wrote in March CONDUCTOR. Hit 'em again, Brother. Sorry to say we have with us a few characters who, with good jobs, care but little for those whom, on bended knee, they promised to protect. A disloyal member and a fraud are despised in any society. We have men out, who claim to be as good Order men as those in good standing. Not so. You are only right when in good standing, and to be in good standing you must pay up, treat all with kindness and attend meetings when in a place where there is a Division. Would that I were a speaker! I would take the stump and take for my text, "Loyalty," and in burning words would tell what is our duty to each other. The Golden Rule applies to us as well as any other class, and if we will take it as our motto we will win the good will and esteem of all.

Our Grand Division is soon to meet and I hope all business transactions will be done in harmony. Don't monkey with our insurance laws unless you can lighten our present assessments. If any one wanting accident insurance will notify me, I will come over and write him up. I am in for districting Divisions. Give a district representation in the Grand Division according to membership. Our Division will be represented by O. C. O'Farrell, Delegate, and I understand that several will accompany him. Don't press Brother O'Farrell too hard, but if you should get the best of him, he will get up and acknowledge that you whipped him. Division 319 continues to prosper, and must say that we have the best material with us on the line. Two or three have dropped out for no good reason at all, and have acted shamefully against the Order since being out.

MILTON CLAPP.

Greenville, S. C.



Editor Railway Conductor:

At our regular meeting yesterday we elected a new member and made arrangements for an excursion by train over the O. R. R. to Wheeling the first Sunday in May. Rate \$1.00 round trip, by special, 94 miles. In reading the letters I often see familiar markers; for instance, H. L. of Baltimore. We railroaded together years ago, and I have not seen him for four years. His is a Long name, but is spelled with only nine letters. I see in official changes the name C. T. Ellery, who was made trainmaster for the B. & O. at Glenwood. Dear old Pat! I knew him early in the 70's when he was

bucking ties on the sheepskin. I was in train service here early in the 60's, when we only ran a freight at night and a local daytime each way, and two passenger trains each way, and I have been among the boys since when we worked twenty-eight freight and five passenger trains each way daily.

The Castaway of Mexico writes another good, sensible letter. I coincide with him in his views regarding the home and the old conductor. As Brother H. L. says, everything has two sides. There are hundreds of good railroad men who are out of service, debarred by age, who can give faithful, good service for many years, and ask no farm or charity.

GEO. H. BAILEY.

Parkersburg, W. Va.

#### Editor Railway Conductor:

Division 404 is doing very well. The boys are all willing to attend meeting when they are in. We have initiated three members since we organized, and have two more to come in at our next regular meeting, with several more in sight in the near future. Business is pretty brisk in this neck of woods. We have ten crews in the chain gang between Bakersfield and Mendota and three local crews. The S. P. Co. opened up its new coast line between Los Angeles and San Francisco on the 31st of March. What effect that will have on us remains to be seen. One of our members has received a well earned promotion—Brother G. W. Croy having been promoted to the office of trainmaster, a position that he is well qualified to fill, and I am glad that I can say that he fills it to the satisfaction of all concerned. There is no kick coming on George. Division 404 held its annual election of officers in December and installed the first meeting in January, Brother H. Kinch, of Division 111, acting as installing officer. The following officers were elected for the ensuing term: C. P. Badger, C. C.; F. M. Blanchard, A. C. C.; W. W. Rea, S. and T. and Cipher Correspondent; A. E. Fry, S. C.; E. C. Ralston, J. C.; A. D. Cameron, I. S.; P. R. Wallace, O. S.; W. H. Sheasley, Journal Correspondent. Brother E. C. Ralston was elected delegate to the G. D., with Brother R. S. Finn alternate.

Now a few words about the old conductor and I am done. From my standpoint, I do not think that the farm, the home or the manufactory is a good place for him, for it is a mighty hard job to teach an old dog new tricks, and for the most of us who have spent nearly all of our lives railroading, by the time we get too old to run trains we are too old to work on a farm or in a factory. As for the home, unless we could take our old wife with us there are very few of us would want to go there. Why not have our laws so amended that when he gets too old to run a train that we give him his insurance? Not in little dribblets in the shape of a pension, but give it all at once, so if he has not a home he can take the money and buy one. Most any of us can raise chickens, if nothing else, enough to make an independent living and not be looked upon as objects of charity. It is only a matter of time when the money will have to be paid anyhow, so why not give the poor old con a chance while he is able to enjoy some of it? I suppose some Brother will say it will open up a field in which

can be practiced a great deal of fraud; but, with a law properly framed and safeguarded, I think we can get over that difficulty. I also think that paralysis should be made a total disability, for I believe that a man stands a better show earning a living with only one leg or one arm than he does when he is paralyzed, and I earnestly hope that the Grand Division will do something for the unfortunate Brother who is in that condition.

Kern, Cal.

C. P. BADGER.

#### Editor Railway Conductor:

Your valuable journal, THE CONDUCTOR, for April is before me and chock full of communications and other articles of good reading. The Brothers are still on the farm (in their minds). That looks all o. k. to the young conductor or the Brother who has a good passenger run, but ask the old Brother what he thinks of it. And as most all the delegates are still young enough to have and hold their jobs, they are not thinking of my troubles. I am only 63 years old, and what is my troubles to them? I am very fortunate to be able to make a living yet, but how soon might I become totally disabled by losing my sight or become paralyzed? Then what will I do? "Oh, send him to that beautiful farm and make a farmer boy out of him."

Now Brothers, I would be a dandy plow boy—65 years old and blind. Think of that before you buy 10,000 acres of Florida swamps. Call it farm and send me there to die. I can only see two ways out of the woods of disability. If I am totally disabled so says any superintendent in the land, you cannot get work on any road. Why? My age is total disability—more so than the young man who has lost a foot. The balance of his make-up is in running order. If I cannot see I cannot climb a box car or run to a switch, and I hope the Brothers at St. Paul will vote to enlarge Highland Home, if necessary, to keep any who may go there and, make a change in our laws so as to cover total disability in some way to help just such Brothers as T. L. Shook, of Division 115, who is so blind he cannot tell one Brother from another until he hears the voice. Ain't that total disability? No, he must go and lay down on the track and let 40 box cars run over him then come up with both legs cut and say, I am partially disabled, can't the Order give some help? I say, pay such unfortunate Brothers their insurance now and let them and their dear old wives buy their own farm and live and die together. If you cannot do that pay him his insurance as a pension, a certain amount every month—say \$15.00, until his \$1,000 is used up, then charity begins, over the hill to the poor house. But he may cross the valley before it comes to that, so let him and the old lady enjoy it while alive. They don't want any change on the valley route.

MILTON G. PUMPHREY.

San Francisco, Cal.

#### Editor Railway Conductor:

Division 367 feels honored that on April 15th her Chief Conductor, Brother A. T. Valentine, becomes assistant trainmaster, reporting to Brother R. H. Dwyer, trainmaster of the Louisiana division. Brother Valentine's headquarters will be at Jackson, Miss., and he will have charge of the main line from Jackson to Canton, including yards,

and the Yazoo branch from Jackson to Parsons. This is a deserved promotion and Brother Valentine can expect loyal co-operation and support from the members of the Order with whom he will have to deal. Brother Savage, now trainmaster of the Natchez branch, becomes agent at Jackson, Miss., which is the most important agency between New Orleans and Memphis. It is very gratifying to note that the I. C. people not only recognize merit and ability in our ranks, but reward the same, as the following will show: At Canton, Miss., Brother Galvanni is agent and yardmaster; at Jackson, Miss., Brother Valentine assistant trainmaster, Brother Savage agent, and Brother Brittingham is yardmaster, and at McComb Brother R. H. Dwyer is trainmaster and Brother Pat Whalin is yardmaster. Very extensive improvements are to be made on the Louisiana division this summer. Twenty-one passing sidings are to be put in in addition to double track between Crystal Springs and Jackson. From this it is natural to infer that a large increase in business is anticipated.

Division 367 is in good shape and our increase in membership steadily continues. If the writer can control circumstances, he will be the first to greet the members of and the visitors to the Grand Division at the outer door with a "smile."

McComb, Miss.

THOS. MCBEE.



Editor Railway Conductor:

Spring is upon us and naturally we begin to warm up and thaw out. Division 138 is warming up like everything else. We have a good Division and some very earnest workers, and apparently some who seem to think that the regular attending members are competent to do all the work without assistance. True, it is the willing horse will pull even when not urged, but, Brothers, there are times when some of the willing ones would be glad to get the encouragement of a friendly visit from some of the stay-at-homes, even if he should find a little fault. To be a good conductor requires prompt obedience to orders, and the meeting point on your orders are every Sunday afternoon, and we believe you are familiar with the road. Well, as our Division is composed of the very best material we can find, of which to make first-class conductors, we feel that we have reason to be proud of the results obtained. We know that to be a good conductor means to be a man who realizes that membership in such an Order as ours will make him in every respect a better citizen, and how a man can claim to be a conductor and keep out of it is something we cannot understand. No one can be found who will oppose the railroad conductors. All will admit that they form one of the most trusty, sociable and temperate of all the classes with which the public have to deal, and all things being equal they should be recognized along with the other classes in the law-making of our country. You can coax them to do anything reasonable, but you cannot drive them, as they are not calculated for that purpose. Under all circumstances and under all conditions there is but one right, wise and safe course of action for any human being to follow: That is to do exactly as he would be done by, and to live up to the highest standard of honor and

justice. It is but human to wish to retaliate upon those who wrong us, but retaliation is a boomerang which comes back and strikes down the propeller. Rejoice in the thought that you wrong no one. Believe in justice and in triumph of good over evil. The misfortunes which you encounter are only temporary embarrassments, and they must give way to the great tidal wave of good which sweeps through the universe. All the evil will kill itself eventually, because it contains no principle of life. Do not make yourself a part of it, for in that direction lies future. Think right, act right, and all will be right. There is no great, no small, in right and wrong. Whatever is wrong if done to a thousand Brothers is wrong if done to one, and whatever is wrong when carried to its ultimate end is no less wrong in its inception. There is no injustice in respecting the rights of a few, though it displeases the many, but to please the many at the expense of the few is a great injustice to the few and an exhibition of tyranny toward a few, rightly considered is a menace to all. It is better to be beaten in right than to succeed in wrong. Our Brothers are all jolly, good fellows; always ready to lend a helping hand to a worthy Brother, and in hustling in the delinquent conductors. I guess they are not poor either, as Division 138 has between 70 and 80, all good fellows and still coming in. Brothers, keep up the good work and let us make this the banner year.

The Brothers were somewhat surprised at our last meeting to see Brothers Felty and Philbrick there and we do not know how they happened to overlook their Orders but our Chief Conductor charged no time up against their records, but instead made it so pleasant for them that we feel sure they will be regular in attendance. There are a great many of our Brothers making arrangements to attend the Grand Division at St. Paul, and our delegate, Brother McCullough, and alternate, Brother R. N. Miller, are loaded and all for the betterment of the Order of Railway Conductors and we feel confident Division 138 will be well represented in the convention hall.

RUNT.

Garrett, Ind.



Editor Railway Conductor:

Business is at a standstill on Paducah and Memphis divisions. Crews making every day. Conductors Burkham and Wolf on locals. Paducah divisions with the following conductors on way freight runs—Beadles, Harvey, Cronin, Harris, Blair, Muldoon, Stone, Cole, Fink, with Flynn on Princeton coal run. We have a new trainmaster, Mr. T. A. Banks, promoted last month, in place of Capt. Jack Flynn, removed to Memphis division as trainmaster. We have a new superintendent, Mr. H. A. Wallace, whom they say is a hustler and will keep the boys lined up. Division 290's doors are open at 2:30 p. m. every Sunday with our worthy Chief, Brother Conway, in the chair. He is also 290's delegate to St. Paul, with Brother McCaus as his assistant, and when the question comes up about cutting the salary of our worthy Grand Chief you will hear from Brother Conway as the conductors on the I. C. don't believe in cheap labor and don't like a cheap man. Will say that we have no one but O. R. C. men on this division as our trainmaster believes in hiring Order men. I

think if we had a few more trainmasters like Mr. Flynn and Mr. Banks there would be very few conductors braking today. I think these two worthy trainmasters should be highly praised by all conductors. I haven't mentioned conductors on Memphis division as the biggest part of them belong to Memphis Division and the worthy correspondent will keep them lined up. All the boys on Paducah division have cupola cabooses and you will all have to watch Conductor Blair since he has the 98487. Brother Burkham has ridden many miles in the 87 but since he let it kick 103 at Greenville the trainmaster thought he would give Joe a caboose with a double connected brake and a set of marks that turns themselves as soon as the main line is occupied. The conductor that strikes Cronin's caboose between stations will be discharged outright for the last conductor that hit his caboose as a starter got 30 marks. So run slow and careful between Paducah and Cen City and if Cronin is in Muldoon will probably be loading ties near Claxton and drinking Dawson water at nights. So be careful, boys.

THE BOY FROM OLD KENTUCKY.

Paducah, Ky.

Editor Railway Conductor:

I have only recently become a member of the Order, and am proud to announce the fact. The Brothers of Division 255 selected me to annoy you, and this is the result. Our Division is in a prosperous condition, new members being added as fast as they become eligible after being promoted, and we are pleased to say this has been frequent this last year. Business at present, however, is about normal, although the prospects for a good summer looks bright. As for the enthusiasm in our Division, I must add it is of the best quality. Our C. C., Brother Warren, being a most earnest and devoted worker for the success of the Order. We are sorry to lose the aid of Brother H. C. Dickerman, who resigned his office and took up his duties on his farm, being tired of the rail for the present. Our best wishes go with him and may success be the results of his efforts. The books and money will be handled with the greatest efficiency by our tried and trusty Brother Kaneen, as he is a worker of the best quality.

Our Division gave a grand ball on Easter Monday night, and it is needless to say that it was the grandest success of the season. The hall being fitted up as no one could except Brother Warren, assisted by the other Brothers, and every one present report a good time. Our prize of \$25.00 in gold to the neatest couple was hotly contested by 200 couples, and after much debate the judges awarded it to one of the engineers and his wife. The only fatality was the shearing of Brother Wilmot's beard by the Brothers, at the solicitation of his wife. Ben had to be handcuffed, however, as he was afraid of contracting a cold. Ben now is only 22 years old. How Brother Kaneen kept tab on those who attended was very creditable, and he should be commended for his labors.

Our trainmaster, chief dispatcher and chief clerk graced the hall by their presence, and report a pleasant time.

Brother Neidenhiser is looking forward to the good time he is going to have at the convention. It

is needless to say that our Division's interests will be carefully handled by Brother Neidenhiser. With best wishes to all.

J. J. POLLOCK.

Lorain, O.

Editor Railway Conductor:

Division 140 is steadily increasing in membership, having added twelve new members since the first of the year, and three more to be introduced to the goat next meeting. Interest in the meetings was never as good as at present, and we hope to be able to report the banner year in the existence of the Division at this place. Brother F. L. Cox has been appointed dispatcher, with headquarters at Hinton, and it is very gratifying to note the success he makes in handling trains over the Greenbrier district. Brother M. T. Roach has been promoted to trainmaster, with headquarters at Hinton. And still the good work goes on. We have the material if we only get the proper consideration.

Freight is a little slack on the C. & O. at this time, but the prospects are good for the resumption of the usual traffic in the near future. There will be a good delegation of members from this place to the Grand Division, having arranged for special car for the occasion. Brothers W. F. Echols, A. A. Riddlebarger and T. T. Huddleston promise to make an impression on the convention in one way or another. Hoping that there will be much good accomplished and all will enjoy themselves at the convention.

S. B. HAMER.

Hinton, W. Va.

Editor Railway Conductor:

After twelve days' rain we are again able to see the sunshine and it makes one think that life is worth living. Brother Ambrose has returned to work again after two weeks' lay off. He has been confined to his bed most of his time. He had a wrestling match in the conductors' room, so I am told, with Brother McCarthy. They tossed up for position and Brother McCarthy won out. He got a hip lock on Tom and threw him over and he struck on the corner of Brother McLoot's ticket box and got hurt quite badly, besides Dick had been carrying a three-cornered ticket box and it was some time before he could tell what he had in it. Some good Brother who understood the combination was successful in opening it for him. Brother E. A. Haggett of Division 157 got hurt very badly leaving with his train from the terminal on April 2d, his right side is paralyzed since, no feeling in it, and is confined to his bed and nobody is allowed to see him. He is missed very much on the Mattapan branch as he was very popular with the patrons and is inquired after every day by the traveling public whom he was very popular with. Brother N. Sargent is the man now; he is the most admired man on the branch—very popular and has a host of friends who wish him well, and of course Noah will do the honors while Brother Hackett is confined to his home. I am told Brother T. E. White has returned to Boston after two months' visit in Mexico, where he went with Teddy Roosevelt to have some sport hunting. He brought Brother Angus a lion skin he secured himself in a hunt and he told the boys he would attend the next meeting of Division 122, so all the boys are re-



ed to be present if you want to hear bears that can be vouched for by him in person. Brother White is all right. Brother Wang given up railroading and gone into the hop business and is doing splendidly, so he says. Brother Humphrey has left the hospital and returned to his home and is o. k. The many Brothers Brother A. E. Holden of Division 122 will be glad to learn that he has taken the position of ticket agent at Baylston Station on the passenger division. The conductors of the end of the N. Y. & N. H. H. R. R. sent a wreath of flowers to the bier of their late president, C. P. Clark. Brother Carlisle of Division 122 was quite severely injured last Monday on his train and is at the Worcester hospital treated for his injuries, which I understand quite serious. He was doing well last report from him. Division 122 took in Brothers of the B. & R. R. at its last meeting and will take in three more at the next meeting. Brother Smith is running out of Fall River and started in the hen business, and Brother Scott giving orders between Newport and Boston for to help make it a success. Any Brother bringing eggs will confer a favor on Brother Smith running his order through Brothers Scott or John. We wish him success.

ton, Mass.

#### AUTOMOBILE.



#### Editor Railway Conductor:

Division 52 has increased in point of attendance. This welcome change was brought about by a recent order sent to each member by Chief Conductor Chas. L. Boughner notifying them they attend a meeting at least once every two weeks to help to transact business and family themselves with other business of the Order. Brother Boughner makes an excellent presiding officer and never misses a thing and tends to all business in a friendly style. He has his hands full at preparing to take his trip to St. Paul. Brother Voorhis is going to St. Paul with him and is much afraid he will arrive there in the night. Brother Boughner is busy looking over time and routes to bring Jake in St. Paul in day time. Jake is not so particular about arriving at Waldwick in day time. He goes to Waldwick all day and occasionally takes a bouquet home. Sometimes he gets flagged and before he gets clear the flowers are withered. Almost all the boys understand why Jake is flagged; but, Jake, keep up a good heart and don't despair and if you do not feel equal to the art take Foxey with you. Jake and I are having heated arguments of late in regard to whether Waldwick or Avondale is the place to build. DeWitt claims Avondale because he has his cellar dug. Jake says Waldwick because he points to the fact that Waldwick is the main line and Avondale is on the branch. My opinion is they are both booming land and they find attractions. Something doing in future in both cases.

At twenty ladies from Port Jervis, members of the Ladies' Auxiliary, visited Mrs. C. L. Boughner at her home, suppered and spent a day in seeing and doing the town. Brother McPeck

was the man of the day and had his hands full until he turned them over to Conductor J. H. Gordon on train No. 29 to take to Port Jervis. Brother Gordon was taken by surprise when he saw so many of the gentler sex—he did not know what to say and when he did recover himself he told the operator to have his horse at the depot at Port Jervis to take the ladies home. Just think, one horse to take twenty ladies home! But next day was John's day off and John did not mind if it took all night and next day.

Professor Youngerman has treated the boys in the room at Jersey City to some fine selections on the graphophone. Brother Youngerman has taken Foxey in partnership with him in the business. He looks to an increase in his trade in the future. He is aware of the fact that Foxey can get in on some trade he cannot touch. Brother Corcoran got in on Professor for some records to entertain his family. He kept the machine for two weeks, causing a loss to the Professor of about \$10.00. He tried to work the new firm on the same lines, but Foxey said no!—failed to be caught on the same bait—hence the sale of another machine. John Terwillerger tried to be appointed as special agent at Waldwick for the sale of the machine at that particular place. Nic was willing, but Foxey thought he could, with the help of Jake, attend to that himself. Brother Van Duzer seems to have ideas that are solely his own in regard to land in the town of Cornwall. He thinks he can strike oil wells, gold mines, and most anything else there. He can't get any one to agree with him in his pet scheme. The boys seem to think the land is too old to be broke at this late date and make any new discoveries. Brother Conway had the same ideas about Turners some ten years ago and was a heavy loser on his pet scheme, but M. J. brace up, there are other roses. Brothers Longley and Welsh had the same ideas until they went to the O. R. C. convention at Atlanta, Ga., and met their Black Friday. Now, in regard to Foxey, I would say: I have known him for about forty years, also knew his parents; they were respected people in the community. Their word was as good as their bond and Foxey has their same traits of character and whatever he says or does in the room is done in a good spirit, and his truth and veracity can never be questioned.

NAYR.

Port Jervis, N. Y.



#### Editor Railway Conductor:

We had our regular meeting April 14, but owing to unfavorable conditions and the delay of our Florence connection the attendance was not up to the standard, but we had a working party and initiated one candidate. After the routine work Brother Fowler of the A. C. L. via C. N. & L. Funstonized the Division by his oratorical display. He dilated on the lukewarmness of the Brothers generally, and expressed the regret that he was one of the erring Brothers, but was thankful that he had seen the error of his ways and told us that in future he would be with us when possible. He urged us to discard indifferences, our personal inconveniences, and to look to the welfare of the Order, and to no longer hope for something that would never materialize without an effort. He quoted ex-President Cleveland: "It will never do to lie

supinely on our backs and embrace the delusive phantom of hope." We were enlightened as to the advantages of attending meetings where we have intercourse not obtainable otherwise, and the expansion of ideas, the elevation of inferiors, not the degradation of superiors for enlightenment was found to triumph, as ex-President Harrison said: "Inferior races wither before the breath of the white man's vices."

Our spring assignment of conductors was disastrous to some and beneficial to others. The disaster struck Brother Oglesby and Conductor McRae broadside. They were omitted entirely, for what cause no one has been able to determine. The former was passenger and the latter freight conductor. The cyclone also hit Brother Wells below the belt. He is disfigured but still in the ring. He goes on the N. E. local. Freight Conductors D. L. Lynch and C. W. Gasque gathered the fruit, the former on the through run, the latter on the Charleston Mullins local.

Conductor John W. Gaillard, after five months' absence from complication of diseases, has resumed his duties much to the pleasure of all. He is a veteran conductor, and carries his 71 years with a marked activity that few of us will ever reach with his ability. He is a remarkable man in many ways; noble, determined, but with the gentleness of a woman. We would love to be his counterpart, and would have no anxiety for the future. Bag. Agt. H. C. Twining at Wilmington is station master in place of Capt. James Knight, the lamented.

The late spring is playing havoc with our truckers, the possibility of frost causing no little anxiety, for their all is banked on the crop, especially the berries. At Chadbourn there is \$20,000 invested, but a good frost will crush their hopes; while a few days' sun will cause them to smile and greet one pleasantly when passing through the threatened territory. The crop is about three weeks late. Last year the first carload was shipped April 28, while this year it will be nearly the middle of May before they can make an equal shipment. We hope to be able to receive gracefully the promised diamond when we register at the Hotel Metropolitan, St. Paul, for we have labored faithfully to that end, and feel that we have overcome some of the awkward attitudes of a delegate who has never before delegated.

Wilmington, N. C.

LA FAYETTE.

Editor Railway Conductor:

On the night of April 9th Division 74 gave their tenth annual ball. There were over 200 couples in the grand march, and you need not wonder that we cleared \$175.00, which sum went to our Auxiliary. The ladies are entitled to their share of the credit for the success of the affair, for they worked hard and their labors were duly rewarded. Earl, son of Chief Conductor and Mrs. Paterson, is very sick of scarlet fever, but we sincerely hope that by the time this reaches you he will be fully recovered. We are all making a living, although a slack of business on the Wabash has caused a few Brothers on the slow board to get out their pencils. Will say for those absent Brothers, we would like to have you drop in on us now and see what an improvement there is in 74 since the organiza-

tion of the Auxiliary. Brother Paterson and wife and Brother and Sister Vincent expect to attend the convention. Your correspondent has contemplated the same trip, but at the last moment his application at the bank was rejected and, of course, stayed home. Hope the rest will enjoy their trip and come back loaded with good news. Nothing further of interest for this time. With kindest regards for all.

A. F. KENNELLY.

Editor Railway Conductor:

Since Division 378 was installed, three years ago, the columns of the CONDUCTOR have been burdened with a letter from us only once. Our then correspondent, Brother R. L. Chambers, received so many encomiums for the beautiful diction in which that one effusion was clothed and taste in selection of newsy topics that he felt himself smothered with embarrassment, from which condition he has been unable to extricate himself, though a grateful Division, hoping that he would repeat, honored and rehonored him with the appointment till last December, when it was decided to make a change. It was unanimously our opinion that the man of all men to grace the position was Brother W. B. Smithers, yet the silence is unbroken. I am of the opinion that in this Division, though enjoying much for which we are truly thankful, there is a drouth of writers. One thing of which we are justly proud is that we are chuck full of orators. Each Brother may lay just claim to a laurel save one. Without disparagement could be mentioned our Chief Conductor, Brother Mewshaw, who always speaks with the eloquence of a Webster and the force of an oracle. Brother W. P. Miller, too, whose eloquence runs to charity so convincing that when he rises to move "that this Division purchase the tickets," each Brother holds up his right hand. In the confusion and anxiety attending his burning words I sometimes find myself holding up both hands. Brother M. M. Albright, from the old dominion, mother of statesmen and grandmother of presidents, in an oratorical bout is never routed, reminding us of the immortal Clay, when the grand old commoner was at his best. We also have Brother Geo. M. Smith, from the tobacco fields of southern Maryland, who, in a wordy contest, whoever the foe, will be found last talking. Nor must be neglected one in whom we feel special pride, W. B. Smithers. I have spoken of positive Smith, I now introduce comparative Smithers. You must not look for the Smitherest one, he can never be as the superlative is exhausted in the comparative. Brother Smithers also hails from Virginia, that dear old mother to whom the world owes so much, without whom this nation would have died at its birthing. Recall her statesmen, her orators whose wisdom and living words have their impress now and will for all ages though long since passed away, their immortal spirits formed, an ethereal band floating and waiting till at last as one they winged themselves into and are reincarnated in our composite and fearless Brother Smithers. So full of faith are we in our champion, we believe that when Demosthenes and Asschines were engaged in the struggle for the crown, that greatest of all oratorical contests of any age, had our Smithers been

Asschines, after the fumes, the lightning and thunders of conflict were over, he would have been discovered serenely enthroned high above the common herd, the well earned crown encircling Jove-like brow and Demosthenes in anguish at his feet. Or later, when Cicero in his effort to talk the arch conspirator Cataline out of Rome, had he been Cataline, think you he would have submitted to his enemy, bluffingly exclaiming, "Banished from Rome! What's banished but sit free from daily contact with things I loathe," and with a side squint at Cicero—skip? Think you he would have given Cicero that supreme moment of his life when he rose with clarion voice to exultantly proclaim, "Exit, erupit, evasit?" No, he would have remained to his enemy's undoing. Or coming down to our own times when Webster and Hayne engaged in wordy battle in the senate, had he been Hayne would history say that the thunders of Webster had drowned his pigmy efforts? No, sir, our Jupiter Tonans would have answered thunder with thunder and the sage of Marshfield would have bowed his head. Nothing can prevail if our Brother opposes, where absent and Brothers are hard pressed the first to invoke his spirit, by this ready help is enabled to knock into smithereens any head that is up. You may not, as I, have sat under the marvelous voice of our Brother and caught the heavy words as they fell. Your heaven is yet mine, is past. I had no idea when I opened to spread this out so long and senseless and effort, nor do I wish to claim in one edition all the space that might have been ours. My object is to explain our long silence and excuse our present correspondent. From one so signally and specially gifted little things cannot be expected. If in this I have referred to things classic, it is by reason of a close and intimate association with our Brother who often addresses us in the dead languages, to whom Latin and Greek are as mother tongues. No news.

MORANON.

Washington, D. C.

#### Editor Railway Conductor:

Once more Division 236 will give you a few of the happenings from this part of the world. Some of the Brothers, and Sisters too, are arranging to attend the convention, and it will be a life-long regret to us that it will be impossible for us to attend. Division 236 is still short on meetings, on account of heavy business, and from present prospects business will continue good all summer. The San Antonio extension will be finished in the near future, which will add much to the business of the Katy. Several of the Brothers have gone to Beaumont, where they hope to strike oil, and the only harm I wish them is that they succeed beyond their most sanguine expectations. Brother Landgride is on passenger for a few trips, and he becomes brass buttons and blue clothes "right much." The Odd Fellows of our little city, to which a number of good O. R. C. men belong, are out on an excursion to New Braunfels today. Brother Harrell is captain of the watch and did himself proud with a new bronze-headed cap. The engineer complained that he stopped at every station and wanted to do local work. Several of the Brothers are in Sedalia hospital. Nothing serious, though. Brother Edwards' reinstatement

will put Brother Scanlin on local again. Dick's head did not swell to any great extent on being promoted to passenger, so he can read box-car numbers again without much trouble, and will please the patrons of the road on Temple local as of old. There are very few Order men coming this way looking for work these days, which argues well for business all over the country, but to all those who do come this way the latch-string is on the outside of 236 for them, with a hearty welcome and something more substantial if needed. [That's the spirit!—ED.] Hoping you all have a good and profitable time at the Grand Division.

R. O. COOK-PENDER.

Smithville, Texas.

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#### Editor Railway Conductor:

The Macedonian cry for the old, disabled, indigent conductor is still a very prominent and important subject of discussion in our columns, as it is entitled to be. If we do our duty at St. Paul we will make some radical changes in our insurance laws. In the April CONDUCTOR Brother Osborn cites a case which has numberless parallels among our Brothers everywhere. Many of these disabled Brothers have been paying their good money into the treasury of the Order for many years, and are as much entitled to benefits as they would be had they lost a leg, an eye, or any other member of their bodies. And yet they cannot receive anything. Are we organized for commercial or fraternal insurance? It sounds business-like, and all that sort of thing, to hear the statements of our officials, showing a full treasury and a large reserve, but that don't put life and hope and confidence in fraternal institutions, into a disabled Brother. Why, we don't provide for our disabled Brother as well as the grinding railroad corporation does. They provide a crossing to flag, a bath-house to care for, or some other like job. Brother Runt touches the key-note when he appeals for a closer fellowship with one another. We must avoid all parsimony, all selfishness. Brother Beard—may it never grow less—advocates a very dangerous principle, when he says if he had his way Brother Burke would represent Division 217 at every Grand Division meeting, ad infinitum. This is something we must fight, and our motto must be unconditional surrender. Our forefathers were fully alive to the evils of this practice, and as a natural consequence our early history shows that it was shunned. We have too many Brothers of sterling worth and capacity in our Order to justify us in conferring a life tenure of office upon any one, or more than two terms, for that matter, just because the Brother has done his duty and drawn his salary for it. And another thing, we are paying our Grand Chief Conductor too much salary. The best he could expect from promotion from his employers would be the office of trainmaster or superintendent, and do any of these offices pay him what he draws from the Order? Nay, verily. Unless possibly that of division superintendent on some roads. Too many of our delegates are regarding the Grand Division meeting as an opportunity for recreation and a good old time generally, instead of considering very serious questions which will come before them. There are matters of vital importance to

come before the coming session, sufficient to keep it in session for a solid month, if the questions received their proper recognition. Brothers, don't lose sight of the good of the Order. Whatever else you do, let that be your first desire.

Fairbury, Neb.

SIVART.

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Editor Railway Conductor:

My pessimistic rhymes never "touched a hair." I'll go back to my natural element again and tell it my natural way. I want to ask some of our dear Brothers a question who are continually referring to "piling up money in our treasury." What do you mean, anyhow—do you know? It has been nearly eight months since I noted the omission of the line in the G. S. and T.'s report of the Mutual Benefit Department, that says: "All approved claims have been paid." I assume that its omission indicates that all approved claims are not paid, and if this be so it is indicative of but one thing and that is, that the Department has not got the money to pay them. Why? Can you figure? Count the deaths and disabilities paid each month and subtract them from the premiums paid in and you will see the point. Aside from a nominal interest on our reserve fund, where in the name of Socrates do we derive any other revenue except the premiums paid on our insurance? The general fund, you say? Oh, come off, now! You know very well that the general fund belongs to those who don't carry insurance as well as those who do, and that any effort to gobble that by the M. B. D. would promptly be met with a holler of fraud.

No, you who want pensions must understand this fact: That they are not coining money at Cedar Rapids, neither are they speculating with the money we pay in as Grand dues and premiums on our insurance, nor doing a banking business by which our funds are developing into a mine of wealth by which they can be made to yield pensions and pay for a wider scope of disability.

Just keep this pasted in your hat: The greater the number who tap the barrel the more water it takes to replenish it. If you increase the scope of disability or want to provide pensions, or want to pay off your old conductors on the partial payment plan, just prepare yourself to dig down deep in your jeans to keep up the premiums that will be necessary to keep the barrel full.

There may be many who will say that they are willing to do this. Well, my Brother, if you are really in earnest, you are certainly an exception to the common run of humanity. Just as soon as our assessments rise above a certain amount at which insurance can be bought elsewhere, just as soon our members will drop O. R. C. insurance and buy something cheaper. Any sensible man who looks after his financial interests will do this. It is often said: "Our railroads pay pensions; why can't we?" Better get that pencil out again. When a line like the Pennsylvania increases its regular semi-annual dividend of 2½ per cent by 1 per cent, thus making a dividend of 3½ per cent on a capital stock of \$151,700,000 or \$5,309,000 for six months, it means a six per cent rate for the year. Since 1893 the dividends of the Pennsylvania have been regularly at the rate of 5 per cent per annum. This line employs 812 conductors and has, perhaps,

a pension roll of 20 per cent of this number, drawing at an average of \$30 from the company, as actual retired conductors. Our company, the O. R. C., has all conductors in it. It has no revenue like a railroad and its capital is represented by the assessments levied and the Grand dues paid in. Now, in view of this fact, how can so many blindly clamor for what we have not got? The principle upon which our insurance operates is similar to the mechanism of the Westinghouse brake. We are urged to keep always in mind when using the brake that the supply of air is limited. Of course the atmosphere is one vast body of it, but we must first get possession of it through a mechanical process. So our funds are limited and we must first gain possession of them by pumping them out of the members by assessments levied before we can create an amount that will justify some of the propositions that our members are advocating.

Now, a word about salaries for our Grand officers. When we hear those who advocate short terms for our Grand officers and less salary, we can only ask them to apply it to ourselves as conductors. How would any of you like the idea of faithfully working your way up the ladder to passenger and then have to give way to some other guy who had been appointed to succeed you? That's different, you say? Well, it does sometimes make a difference whose ox is gored, but it is a first-rate expression of selfishness, if nothing more. As to salary, some advocate that our Grand Chief's salary should compare to that of trainmaster. Why? From my knowledge of the duties connected with the position of trainmaster I wish to assure those Brothers who entertain such ideas that the office of trainmaster or division superintendent on any line of railway is a sinecure as compared to the office that Brother E. E. Clark holds. To be candid with you, Brothers, you are talking through your hats. Your appreciation and imaginations are all tangled up. You need some one to show you. There is not a single railway official in the United States whose prestige is as great as that of our Grand Chief Conductor, and whose opinions are as generally sought as his. With a leader of such sound judgment as he possesses and a record for straight dealing, is it any wonder that we get about anything we ask when we go after it? I presume some of our Brothers who do not understand the qualifications necessary to that office, imagine that it is a sinecure and are dwelling upon the idea that they want it themselves. If this is true, come out and say so, like men, but don't stand in the bush and holler about knocking down wages. MUSKRAT.

Elkhart, Ind.

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Editor Railway Conductor:

Now that the Grand Division meeting is close at hand again I see quite an agitation is being gotten up for a change in some of the offices, but so far I have not seen or heard of any good or sufficient reason for such a course. And I think without some very good reason there should be no changes made. I consider that our officers have faithfully and perseveringly endeavored to carry out the laws we have made for their guidance. Such being the case, I don't see what more we want of them. It only remains then for us to assist and aid



carrying out those laws, which it is our duty to do if we are true and loyal Brothers of the Order of Railway Conductors. We must remember the O. R. C. is not a monied corporation, its sole object would be to pay dividends to those who had invested their money. It is somewhat different. It is a band of Brothers of the same profession, banded together for mutual aid and benefit to each other in every honorable, non-egotistic way; and when it ceases to carry out its principles it fails in the object for which it was instituted. As Brothers we induced the officers to give up their former positions to take the offices they occupy, thus losing all promotion in the service of the railways in which they were connected. Had they remained in railway service and given the same attention to duty that they have to the Order of Railway Conductors they might today be in far more lucrative positions and drawing salaries much larger than they can ever expect to get from the O. R. C. These being facts which no one can deny should be very careful about throwing mud and true Brothers out to commence with water boys at the foot of the ladder and so on. Please don't forget that the age limit, I am sure no Brother approves of, will not make these Brothers to even become water boys. Remember our obligation, and unless some other cause presents itself against an officer, we should not bring the sacrifice he has made, we should not bring him in his office. Don't for any sake let Socialism, or any other isms, or delegations from any state or Canada cause divisions among our members. But, let all go and transact the business of one man; a band of Brothers joined together for the greatest good to the greatest number. Don't believe in caucuses, either Canadian or American, district, but let all bring their business before the Grand Division and there demand that it stand or fall as a whole, with no compromise of franchise. I think at every third Grand Division is often enough for a general revision of the laws of the Order. Two meetings should be held, one enough with in about three days each, and the third be prolonged for a general revision of the laws. Remember that three days session of Grand Division costs more than the salaries of the Grand Officers put together for a whole year.

JAMES OGILVIE.

London, Ont.



Railway Conductor:

At the time we receive THE CONDUCTOR for this issue, our delegates will be in session at the Grand Division, and they will be wrestling with many knotty problems that have been presented for their consideration. With such proposals before the home for the old conductor, senior limit, district representation, the insurance, and many other important questions, there will be much use of making any suggestions before time on any of the above questions. But as the Grand Division has selected as their delegate, the material for that office that could be found, we have no fear that all questions would be considered and wisely passed upon. Now, that is the duty of the Brothers of Division 170 as their representative and alternate, L. E. Sheppard and J. S.

Kelly, after attending all meetings of our Division and paid strict attention to all communications which contained any suggestions for the betterment of our noble Order, they go with full knowledge and with free hands to work to that interest, and we wish them a God-speed and good results from their work. The boys of 170 would have been heartily in favor of sending Brother Clapp to the convention in addition to Brothers Sheppard and Kelly, for he could have given the officers and members one of the best, if not the best, speech on political economy and the elevation of the laboring man to congressman, senators, members of the cabinet—yes, and even to the president of the United States, that they had ever listened to. Now, Brothers, if you have the least doubt as to Brother Clapp's ability on this subject, just ask Asst. G. C., C. H. Wilkins, whom we had the pleasure of having at our regular meeting on Sunday, March 27th. He gave us a nice talk which was full of information, as there were two candidates in waiting, he performed the work in such a manner that it will leave an everlasting impression, not only on the candidates but on all members that were present, and those that were not present missed a treat—no, I don't mean a drink, but a lesson on our duty as conductors to one another and citizens. First, by Asst. G. C. Wilkins, who was followed by visiting Brothers Dougherty of 162, and Fitch of 204, also by Brothers Clapp, Sheppard, Dugan, Wallace, Clark and McClure of 170. You who do not attend your Division meetings just grace us with your presence once and I assure you after the close of that meeting you will be sure to be a regular attendant. Brother Mason missed the meeting of April 21st, but since he has moved into the country and has given up shooting the bones, which he is an expert at, for shooting the hens to make them lay we cannot expect to see him so often as he is doing a big business in eggs at the present and wishes the patronage of all Brothers in this line. It is with much pleasure we have just learned of the promotion of Brother W. J. Brennan from yardmaster in Atlantic City to the position of station master at that point. As we all know full well the practical ability of Brother Brennan, we have no fear but that he will be able to handle the immense travel which goes to that great seashore resort. We wish you much luck in your new position, Brother Brennan. In conclusion, I would say to all Brothers who come this way we would be much pleased to see you and the time you spend with us will be much appreciated.

J. A. C.

Camden, N. J.



Editor Railway Conductor:

As usual Division 206 is in line: her members all eager to attend the next meeting, and with a few exceptions all the boys come to the Division. Such interest is a thing to be proud of. Going over the city to drum up a quorum is a thing unheard of by members here. On the 6th of last month our boys attended a banquet given by the Ladies Auxiliary, commemorating the anniversary of their organization. Taking advantage of the opportunity offered the conductors presented to the ladies an elegant roll-top desk. For some time the ladies have had the use of the conduc-

tors' desk. It was rather an embarrassing position to be placed in, as Brother Sheehan demanded in rather an abrupt manner the return of the keys held by the ladies belonging to the conductors. As the officers of the Auxiliary delivered the property to Brother Sheehan, Brother Riley ascended the platform and in a few well-chosen remarks presented to the ladies the desk referred to. It was surprise after surprise. After a profusion of thanks, etc., all repaired to the dining hall, where an elegant supper had been prepared. The tables were groaning under the weight they were carrying, consisting of everything good that an epicurean's heart could desire. An offering of thanks to the Supreme Conductor by Brother Sheehan preceded the seating of the ravenous set. After masticating quite a sufficiency the Brothers and Sisters returned to the Division room, where they spent the rest of an already enjoyable evening tripping the light fantastic. All praise and credit is due the President, Mrs. H. S. Castles, and the Secretary, Mrs. Ashley, together with other members of the Auxiliary, for the brilliant manner in which they handled such a huge undertaking. On leaving the hall for their various homes everyone was congratulating himself over being so fortunate as to have been present. Inasmuch as your humble servant was present will say, ladies, that you deserve great credit.

Since writing my last letter we have lost through dismissal, our Brother W. B. Cowan. Sectional collision was the cause. Brother Cowan has left for Denver, where he expects to find employment. We commend him to the Brothers of the west and hope to be able within a short time to chronicle his good luck. Brother Taylor has reason to be proud—it is a girl, and Cal has had his moustache shaved off so he can kiss her. He looks like a real papa now.

There is nothing in the shape of business on this part of the I. C. It is a hand to mouth fight for a living, with only three crews in chain gang from here to St. Louis, and not one of them making more than \$45.00 per month. It causes one to meditate upon the sad vicissitudes of life. If any Brother can give information as to where business is good would like him to write the details to Brother Sheehan, Secretary 206. He will hand same to some Brother here on the I. C. Brother Haley has returned from Hot Springs very much improved in health. Glad you are with us again, Pat, and trust that the improvement will be permanent. Brother Church is again on his regular local passenger between here and St. Louis. Brother T. J. Murphy resumes his place on the fast freight, Clinton to East St. Louis, opposite Brothers Lawson and Kennedy. They make a good trio. The following members of 206 will attend the meeting of the Grand Division: Brothers Sheehan, delegate; Schmidt, permanent member; Ashley, Roberts, Holiday and Mahler. This aggregation will no doubt warm things up on arrival at St. Paul. Brother Sheehan will have his hands full looking to the welfare of those that accompany him. I am, however, under the impression that he is equal to the occasion. Brother Harry Hobbs was on last meeting elected to the office of A. C. C., vice Brother John Keemer advanced to C. C., vice Brother Knox, resigned. Since writing my last letter, in which I touched

upon the question of state legislation, I have had the pleasure of calling upon State Senator Thomas Meehan. After the usual formalities had been gone through, I asked the Senator what laws, if any, had been enacted at this session in the interest of the railroad employe. He looked somewhat surprised, but after a moment's time answered that nothing—absolutely nothing, had been done for the railroad man. That they had had no representative at the House to ask for anything, therefore, nothing had been done. I then asked the gentleman what he thought would be the briefest possible manner for the different railway organizations of this state to pursue in order to receive recognition at the hands of our august body of law makers. Senator Meehan suggested that it would be advisable to first pick a good man from our ranks, regardless of political affiliations. Show him that you have 90,000 votes within the state, after which it will be an easy matter to elect your choice to a seat either in the legislature or in the senate, from which place it will not prove a difficult matter to present your wants before the different members and various committees. He states that such proceeding will be less expensive than a committee of lobbyists and the results more effective, at least this course has been and is being pursued by railroads, other large corporations, doctors, merchants, farmers and nearly every other class of men except the railroad employe. Thanking Senator Meehan for his kindness in furnishing me with such valuable information, I turned to leave him when he remarked that he was our friend and would be glad to have me call again. He reminded me of the fact that it was sheer folly to pay attention to the many promises made by candidates making stump speeches, etc.

Have we not already had cause for regret in the promises made us during the last city and state election? Is there one of our number holding an appointment that was promised during the campaign? Our people virtually control the election of this city and in lieu of promises lend their support and after the fight has been made the railroad man is right where he was at the start. So much for promises. Brothers, the time for action has arrived. What you have done for others you can certainly do for yourself. Make up your mind to come to the point. Place less confidence in outsiders and more in your Brother's behalf, for has he not obligated himself to protect you and yours? Just try one of them. Choose one from our noble Order, elect him to office and I dare say that it will not be long before good results will follow. State legislation is the secret of our wants, and is the only feasible, economical way for us to reach the path of beneficence. As stated in my previous letters it is little use to stand on street corners and condemn matters that are of such vital importance to the conductors as individuals, as well as a body. That we have an able organization goes without comment, but in order to protect the O. R. C. something has to be done, and there is no way, in my opinion, better than resorting to state legislation for the object in view. I hope before long to be able to say that delegates from all the Divisions within the state have been here for the purpose of taking steps in the matter quoted above. "Chicago," I would like to have assistance from



you as a representative from the largest city in the state. I appreciate your ability as a writer and am sure your sayings have considerable weight. "Veritas" is also right in line. Too bad he is not with us in this state, but then Kentucky would be a heavy loser, so I am content to let "Veritas" remain away to fight the battle within his own domain. It is the opinion of all with whom I have spoken that state legislation is paramount to other questions, such as the home, etc., that are placed before us each month in THE CONDUCTOR.

Brother H. Scott Castles has resigned his position as chief of police of this city, an office he has held for the past four years. Understand he contemplates moving to California. Sorry to lose you, Scott, and sincerely trust that prosperity will crown your efforts in your new field of labor. Mr. W. T. Engles was the one that was initiated into our Order last meeting. He says it may be sport for the onlookers, but not at all enjoyable to the candidate. Says he cannot understand why people persist in giving "lap orders." Will is a nice fellow and good material—the last one in our district (so far) that is eligible.

We are now, with one exception, a large family of conductors, all working harmoniously in the interest of one another. I sincerely trust that such state of good feeling and brotherly love exists in all the Divisions. Of course there are times when we have troubles but they are always settled satisfactorily before arriving at the point of seriousness. We have a good many Brothers on the C., P. & St. L., running out of this city, that virtually ignore our meeting days. Be careful, boys; you may want something before long. It will then be rather embarrassing to ask for it in the Division. The weather is good, now, and there is really no excuse for your remaining away. Attend your meetings, the regulars will gladly welcome you, and there will be no necessity for your questioning a Brother relative to what took place last Sunday. Brother Lamont is still holding down the Bluff Line local.

Brothers Nash, Mahler, Anderson, Hobbs, Mack, Leary and Commodore Sheehan are all getting rich on the C., P. & St. L. We have only a small representation on lines entering this city other than the C., P. & St. L. and I. C. There is some talk of the latter road starting gravel trains in the near future. Brothers Ingram and McCann are the ones on local between here and East St. Louis, while Brother Jordan is working daily on the "coal jag," from East St. Louis to Glen Carbon and return. Brother French and your humble servant are in the chain gang, Springfield to East St. Louis, and doing well—"nit." All crews except the two locals are to run from Clinton to East St. Louis, and Springfield, as a division terminal, will be a thing of the past. The change is even worse than a hardship from several points of view. In the first place, there is not house room enough in Clinton to accommodate one full train crew. Second, there is no layover at East St. Louis. Third, the men are not making enough money each month to defray actual expense of home living. (The men living here will be kept away from home all the time, and thereby be forced to keep up two expense accounts, while there is not enough business to satisfy one.) The cutting of Chicago and

Springfield divisions is given as cause for making the change.

Mr. C. E. Taylor has been appointed trainmaster and Mr. F. J. Bechely, assistant trainmaster of this division. Mr. E. H. Coapman, who formerly held the office, is now located at Needles, Cal., as trainmaster.

Ere this is in print the Grand Division will have convened. I trust that much good will result and after all the knotty problems have been solved that the delegates as a whole will enjoy themselves on the different excursions that are to be furnished. In closing, will say again that our delegate, Commodore Sheehan, be taken care of.

Springfield, Ill.

JELF.



#### Editor Railway Conductor:

Statement of receipts for the Home during the month of April, 1901:

#### O. R. C. DIVISIONS.

No.	AMT.	No.	AMT.
44-----	\$ 5 00	280-----	\$ 1 00
114-----	24 00	293-----	12 00
195-----	12 00	299-----	6 00
217-----	3 00	306-----	5 00
253-----	5 00	306-----	12 00

Total-----	\$83 00
B. of R. T. Lodges-----	\$ 57 44
B. of L. E. Divisions-----	38 50
B. of L. F. Lodges-----	20 00
L. A. to B. R. T. Lodges-----	13 00

#### MISCELLANEOUS.

Proceeds of ball given by B. R. T. 58 and L. A. T. 175-----	\$ 20 00
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Grand Total-----\$231 94

#### CONTRIBUTIONS.

Mrs. A. Jones, Highland Park, Ill., comfortable and choice reading matter.  
Mrs. Dr. Conger, Highland Park, Ill., choice reading matter.

Respectfully submitted,

MRS. T. B. WATSON,

Highland Park, Ill. S. & T. R. R. Men's Home.



#### Editor Railway Conductor:

Having just finished reading THE CONDUCTOR and finding therein so much that was interesting and instructive, I feel that I would like to say many commendable things of our Order, our journal and of those who have, by their level heads and good judgment, made the O. R. C. the banner labor organization of the times.

In a few short weeks our legislators will assemble at St. Paul for the purpose of formulating new laws, amending old ones and legislating generally for the good of the Order. There are some knotty questions to be decided, as we all know who have been regularly reading THE CONDUCTOR, but we feel sure that the picked body of men furnished by the different Divisions all over the country are well able to intelligently decide any question brought up before them.

I am pleased to be able to report increase in attendance and more enthusiasm being shown by the Brothers of Division 205 generally. We initiated one candidate last meeting and balloted on two more. This due to the diligence of Brothers C. M. Cobb and J. G. Kornegay. They are hustlers and no mistake. Something was said about sending a wheelbarrow brigade after Brother R. G.

Woddy on meeting days as we need him. He is a drawing card, popular with all, even the ladies; has a good word for everybody and a good answer to any question put to him. We don't like for him to miss a meeting, hence the above. He says he can tear up his card, his receipt for dues and forget the password, but is O. R. C. just the same, from top to bottom and all the way around. (The distance is about the same either way.)

Having lost my rights I will side track and wait for the return special from St. Paul. W. J. L.  
Portsmouth, Va.



Editor Railway Conductor:

In my last letter to you I predicted that Division 108 had taken on a new lease of life and an increase of membership would be the result. That this has come to pass is borne out by the fact that at the end of March, 1901, Division 108 registered eight new members, who have taken upon themselves the obligation to live up to the tenets of the Order. When those who are not members of the Order consider how much is to be gained by being a member of the Order, and they see what results are obtained, it is but meet and proper that our membership should increase. The members of Division 108, in their daily routine of life, walk in the path of the golden rule, "Do unto others as you would have others do unto you," and this good-fellowship and brotherly love being observed by others, they long, wish for and become members. Among the other things that are interesting to the members of Division 108 are the oratorical productions of the members delegated to the meeting, and as a consequent result it means the enlightenment of the members. One of the best efforts in this direction was an address by Brother Mark Smith, of this Division, his subject being, "The True Character of an O. R. C." He handled the subject gracefully and with ease, expounded the good traits that are necessary to portray his true character and wound up by explaining the requirements necessary to command the respect of all mankind. It certainly was an oratorical treat.

The next orator slated is Brother Wash. Rockwell, and his theme will be, "What Are the Benefits to be Derived as a Member of the Order of Railway Conductors?" The boys are looking forward with a great deal of expectancy for Brother Rockwell is looked upon as the Socrates of Division 108. On April 1st, 1901, your correspondent, as a member of the "Oh, Why" of No. 105, L. A. O. R. C., had the pleasure of assisting at the conferring of this degree upon Brothers Jewett, McLaurin and Smith, all members of Division 108. At the hour of seven in the evening, we repaired to the residence of Sister R. W. Smith, on Burgundy street, near Touro street, where the ceremony was performed. One of the features of the evening was a fainting scene indulged in by Brother McLaurin, who, when called upon to take the oath of allegiance, fainted. In a short while, however, he was brought to, and after a little nourishment was able to go on with the ceremony. Brother Jewett stood on his head for about ten seconds in appreciation of his having become a member of this degree, and kindly donated five dollars to the poor fund of this degree. Brother Smith was speechless at the grandeur of this degree and he wanted to give the

ladies, for the benefit of their fund, the sum of ten dollars, wishing to exceed the amount given by Brother Jewett, and to his dismay found but one dollar and fifteen cents in his trousers' pockets. After extending the right hand of good fellowship to the new members, a sumptuous repast was indulged in, which had been prepared by No. 105, L. A. O. R. C. This Auxiliary, like Division 108, is making good headway. Their attendance is good and the members are in earnest in all their undertakings. They are a blessing to Division 108. May success always crown their efforts. With more encouraging news in the future, I am,

New Orleans, La.

MARONE.



Editor Railway Conductor:

At our last regular meeting I was elected correspondent representing Division 1. The position was made vacant by the resignation of our highly esteemed Brother B. B. Ray, who has just received his commission as paymaster for the U. S. Army, with orders to report at Manila, P. I., in the near future. No. 1 regrets to lose so active a member as Brother Ray, but extends congratulations on his good fortune in being appointed to such a responsible position. Brother Ray and wife depart the last week in May for San Francisco. No. 1 joins in wishing them a safe journey and a prosperous future.

CHGO.

Chicago, Ill.



Editor Railway Conductor:

After reading carefully the Fraternal department in our CONDUCTOR for April, I am impressed with the fact that the boys are terribly in earnest about some things, and if I reckon aright they are going to "make a spoon or spile a horn" at St. Paul. Well, let them go it, I am willing to trust the boys all the time, only I hope they will not take a notion to cut the Grand Chief's salary, for I may want to be Grand Chief myself some day, and when I am I want good pay. If, when they get to St. Paul, they want to cut someone's salary, let them take a fall out of some such fellows as Rockefeller, J. Pierpont Morgan, Carnegie, Mark Hanna, and so on. But do I understand someone to say they couldn't do that? Why? I say, why can't they do it? Just stop and think for a few moments and see if it is not a fact that they made it possible for them to draw such princely salaries. I say they did it, and they did it by their votes. It makes no difference what you are, democrat or republican, you have by your votes formulated and perpetuated the present form of government—a government by representation, and such a government makes it possible for a few to draw princely incomes at the expense of the many. If you did that by your votes—and you surely did—you can undo it by your votes. It's a poor rule that will not work both ways; so boys, after you have had a good time at St. Paul—at our expense, of course, and Brother Osborn has let the contract for our home, Brother John Dwyer has moved Brother Clark and staff to Washington, D. C., and procured a lot of the old "cons" government jobs and the balance of you have gotten your legislative committees fixed up and our insurance laws changed to suit all of you, why, just take a crack at some of those fellows' salaries that I have called

your attention to. How can you do it? Why, it's the simplest thing in the world. Those of you who understand the principles of direct legislation get up and explain it to the convention and your grand children will call you blessed. Direct legislation is the thing you want, and it is the only kind of legislation that will ever do you any good.

Louisville, Ky.

VERITAS.

#### Editor Railway Conductor:

April CONDUCTOR received and contents read from cover to cover. I notice the general tone of the correspondents' letters is for a home for the unfortunate, worthy O. R. C. man. Well, we are not all born financiers and bankers, hence some worthy man, through no fault of his own, is bound to come to want in his evening of life; therefore, I believe if a committee, composed of the five grand chiefs of the railroad labor organizations, would hold a meeting and go before the general managers' association at their annual meeting, they would give us such aid as is within the bounds of reason and would create a permanent fund to keep it alive for all time to come, for it is through these rigid rules that the conductors are confronted with this important question of having to take care of the worthy, faithful conductor in his evening of life. I believe if they were asked to help this movement they would take a hand. So much for the home.

Since I have been living in Washington I have learned that railroad labor is not represented in the government employ in proportion to other classes of labor. I ask myself: What is the reason of this? In the first place they are active voters,

but no place hunters, as they are very independent in manners and the other fellow gets the job, for he says he has railroad friends. If our Order would look up this matter they could find lots of places for the worthy O. R. C. man knocked out by the rigid railroad rules. But I find that the bump of selfishness is at present too well developed in rank and file of the O. R. C., and will not devote an hour to writing his senator or congressman to see if he can not find some kind of a job in Uncle Sam's service for our worthy, loyal Brother. If this policy were pursued we would relieve the wants at present until such time as the railroad owners would contribute to a fund to take care of the worthy O. R. C. man. While walking down Pennsylvania avenue it struck me the railroad passenger stations were on the "bum" and out of harmony with the other fine buildings in this great city. I met an old colored man and struck up a conversation with him. Asked him how old he was. "Well, sah, I is sixty years old; I was bohn hea." I asked him if he remembered when the B. & O. passenger station was built. "No, sah; that old shack has been thar evah since I can remember. Why, Abraham Lincoln came to town through that old shack, sah. I wish, sah, these labor men would come heah; those are the kind of men that makes the government open their strong box of cash and business men follow suit, sah, and makes Washington, sah, a good town, sah, for all kinds of labor as well as government employes, sah."

Division 378 is going to give an excursion to Marshall Hall on the Potomac river. We expect to have a good time.

J. DWYER.

Washington, D. C.



## THE LETTER HE DID NOT MAIL.

[Tobacco Worker.]

As he left the house in the morning.

Said his wife: "Here's a letter to mail;

And see that you don't forget it!"

So he told her, of course, he'd not fail.

As he placed it into his pocket

The address on the letter he saw,

And the name of it was somewhat familiar—

It was that of his mother-in-law.

And then a grim fact he remembered,

That his wife had threatened to send

And invite her to make a long visit—

What else could this letter portend?

A look of profound resolution

Did over his features prevail;

For a week it reposed in his pocket—

The letter he did not mail.

Then one evening, when home returning.

He met his dear wife at the door,

Who asked if he'd mailed that letter

She gave him the week before.

He told her, of course, he had mailed it.

"Then it's very peculiar," said she.

"For I'd written before to mother

To ask her to visit me.

"And that letter was to inform her

I'd rather she'd wait till next fall;

But here she arrived this morning—

She never received it at all!"

Until he was alone he waited,

Then kicked himself like a flail,

And tore into uttermost atoms

The letter he did not mail.



## MUTUAL AND FRATERNAL INSURANCE.

### *Certificate—Designation—Provided Who May Take.*

In this action it was shown that plaintiff's deceased husband held a beneficiary certificate of \$2,000 in defendant association, \$1,000 of which was made payable at his death to his daughter, and \$1,000 to a friend. The certificate was procured and the beneficiaries under it named before his marriage with the plaintiff. Subsequently the Grand Lodge provided that only members of the family of the assured or persons dependent upon him could be named as beneficiaries; thus preventing payment to the friend, who belonged to neither of these classes.

Held, that the widow was entitled to the portion of the fund not disposed of by the member in his life time.

*Roberts vs. Grand Lodge A. O. U. W. of New York, et al., N. Y. S. C., Feb. 1901.*



### *Requirements Must be Complied With—Benefits.*

A certificate of insurance issued by a benefit society was payable to a brother of the insured member, who afterwards married. The by-laws of the society required the insured to surrender his certificate and procure the issuance of a new one, with the name of a new beneficiary therein, before any change of beneficiary could be effected. In an action on the policy to determine the rights of parties. Held, that the delivery of the original certificate by the insured to his wife while on his death bed, with an oral statement that the insurance was for her, and her subsequent possession of the certificate and payment of assessments and dues gave her no interest in the benefits.

The requirements of the by-laws are reasonable and must be complied with in order to effect a change in beneficiary.

*Eagan vs. Eagan, N. Y. S. C., March 7, 1901.*



### *Accident Insurance.*

The insured who was a baggageman at a railway station, received injuries which caused his death while in the act of coupling cars, which was not part of his duty as baggageman. The evidence showed that he had coupled cars on other occasions, and that on this occasion he understood the brakeman to request him to make the coupling. In his application for accident insurance, he was described as a baggageman, and in the policy there was the following clause, which was also in substance contained in the application: "1. If the insured is injured in any occupation or exposure classed by this company as more hazardous than that stated in said application, his insurance shall be only for such sums as the premium paid by him will purchase at the rates fixed for such increased hazard." By another provision of the contract it was provided that the policy should not cover death resulting from "voluntary exposure to unnecessary danger." Held, that the words "occupation or exposure" did not apply to the insured's casual act of coupling, nor was there "voluntary exposure to unnecessary danger."

*McNevin vs. Canadian Railway Acc. Ins. Co., Ont. H. C. J., Jan. 1901.*



### *Provisions of Policy—Poison Excepted.*

The policy sued on excepted injuries resulting from poison or contact with poisonous substances. Plaintiff, a railway employe, while holding the policy, was injured by a woman throwing carbolic

acid in his face. The company denied liability.

Held, that the exemption from liability was not confined to cases where the poison was taken internally, or the contact with the poisonous substance was voluntary, but included the case stated, and plaintiff could not recover.

*Meehan vs. Traders and Travelers Accident Ins. Co., N. Y. S. C., Jan., 1901.*



*Train Service—Negligence of Employes—Alighting from Train.*

1. A complaint which charges that defendant's servants negligently advised, directed, commanded and assisted plaintiff to alight from a moving train after it had started to leave plaintiff's station, and was moving so rapidly that the servants knew it was dangerous to alight, and the defendant suddenly started the train to going faster as plaintiff went to step off, thereby injuring him, sufficiently charges defendant with actionable negligence.

2. The relation of passenger and traveler is not terminated by the passenger's failure to alight at his destination within the time allowed by stopping the train.

3. It is not necessarily negligence for a passenger to alight from a moving train, or to rely on the direction of the servants in charge of the train, that he can do so in safety. Judgment affirmed.

*Pittsburg C. C. and St. L. Ry. Co. vs. Gray, Ind. S. C., March, 1901.*



*Stopover Granted by Conductor—Ejectment—Liability of Company.*

A railroad ticket signed by the purchaser, restricted his right to a continuous trip, going or returning, and expressly provided that no agent or employe had power to modify the contract. A conductor on the road informed the passenger

that he could stop off at an intermediate point, and wrote on the ticket to that effect. On resuming his journey, the passenger was ejected because of the fact that the trip was not continuous. Held, that the railroad company is not liable.

The conductor of a railroad train has no authority to bind the company, by allowing a stopover, so as to make the company liable, where a connecting road ejected the passenger because the ticket provided for a continuous passage or trip on the two roads.

*International and G. N. R. Co. vs. Best, Tex. S. C., Jan., 1901.*



*Excursion Ticket—Expiration—Divisible Trip.*

Plaintiff went from Lafayette, Ind., to Muncie, Ind., on a fourth of July excursion ticket, receiving a return coupon that was "good for one continuous passage" on any train scheduled to stop until July 6, inclusive.

Plaintiff left Muncie on the evening train on that day. The conductor punched his ticket and told him to change cars at Indianapolis. When he reached Indianapolis he went out into the station to wait for the Lafayette train and the gatekeeper refused to let him go back to his train when it arrived, because it was not scheduled to leave Indianapolis until half an hour after midnight. The court held that plaintiff was on a "continuous passage" and the company's refusal to permit him to enter the first train for Lafayette, was wrongful, although such train did not leave Indianapolis until after midnight of the morning of the 7th; that he had the same rights as if the train he entered at Muncie had run through to his destination, and that the judgment for \$100 is not excessive.

*Kinsey vs. Big Four Ry. Co., Ind. S. C., April, 1901.*



# OFFICIAL CHANGES.

J. A. Middleton has been elected second vice-president of the Erie.

E. H. Harriman has been elected a director of the Denver & Rio Grande.

W. R. Taylor has been elected vice-president of the Reading Company.

E. B. Thomas has been elected chairman of the board of the Erie company.

A. Smith has resigned as general superintendent of the Sierra Valley Railway.

H. Donkin has resigned as general manager of the Sydney & Louisburg Railway.

L. R. Lothrop has been appointed superintendent of the Eureka & Klamath River.

J. H. Seaman has resigned as vice-president and secretary of the Cincinnati Northern.

George J. Gould has been elected chairman of the board of directors of the Denver & Rio Grande.

P. J. Nichols has been appointed superintendent of the Denver Union Depot Company at Denver.

W. M. Whitenton has been appointed trainmaster of the Choctaw & Northern. Office at Geary, Okla.

A. T. Valentine has been appointed assistant trainmaster of the Illinois Central at Jackson, Tenn.

C. M. Jones has been appointed trainmaster for the Chicago Rock Island & Pacific at Liberal, Kans.

H. U. Garrett has been appointed superintendent of the Stony Creek Railroad. Office at Philadelphia, Pa.

Cornelius Shields has resigned as vice-president and general manager of the Virginia & Southwestern.

C. H. Ackert has been appointed general manager of the Mobile & Ohio. Headquarters at St. Louis, Mo.

A. W. Towsley has resigned as superintendent of transportation of the Atchison, Topeka & Santa Fe.

James M. Barr has been chosen first vice-president and general manager of the Seaboard Air Line Railway.

Harry Fenimore has been appointed

trainmaster of the Illinois division of the Chicago Rock Island & Pacific.

E. L. Wiles has been appointed general manager of the McKeesport Connection. Headquarters at Benwood, W. Va.

J. D. Culbertson has been elected vice-president of the McKeesport Connection. Headquarters at Wheeling, W. Va.

George T. Slade has been appointed superintendent of the Wyoming division of the Erie. Office at Dunmore, Pa.

J. D. Mathews has been appointed trainmaster for the Southern Pacific. Headquarters at Lordsbury, N. Mex.

William Bennett has been appointed superintendent of the Minnesota & Wisconsin. Headquarters at Itaska, Wis.

C. P. White has been appointed general superintendent of the Northwestern Coal Railroad, vice W. P. Barrett, resigned.

H. Baker has been appointed superintendent of the Freeport division of the Illinois Central. Office at Clinton, Ill.

A. J. Hitt has been appointed general manager of the Chicago Rock Island & Pacific. Headquarters at Chicago, Ill.

W. S. Tintsman has been appointed superintendent of terminals at Chicago for the Chicago Rock Island & Pacific.

J. W. Leonard has been appointed superintendent of the western division of the Canadian Pacific at Winnipeg, Man.

George F. Baer, president of the Philadelphia & Reading, has been elected president of the Central of New Jersey.

George I. Walker has been appointed general superintendent of the Texas Southern. Headquarters at Marshall, Tex.

William Whyte has been appointed assistant to the president of the Canadian Pacific. Headquarters at Montreal, Que.

D. C. Bachelor has resigned as trainmaster of the Atlanta & West Point and Western of Alabama, at Montgomery, Ala.

W. A. Sheahan has been appointed trainmaster of the Omaha Division of the Illinois Central. Office at Fort Dodge, Iowa.

James L. Brass has been appointed general manager of the Virginia South-



ern. Headquarters at Bristol, Va.

Charles W. Johnson has been appointed master of the Atlanta & West Point Western of Alabama. Office at Opel-Ala.

H. Fox has been appointed train-er of Council Bluffs terminals for Illinois Central. Office at Council s, Iowa.

S. Seibert has been elected vice-ident and secretary of the California ern, in addition to his duties as gen-anager.

J. Bernett has been appointed train-er of the eastern division of the Lake e & Michigan Southern. Office at alo, N. Y.

U. Wallace has been appointed rintendent of the Louisville division e Illinois Central. Headquarters at sville, Ky.]

P. Timmerman has been appointed rintendent of the Ontario & Quebec ion of the Canadian Pacific. Office ronto, Ont. ]

F. Banks has been elected president e Elgin Joliet & Eastern and the ago Lake Shore & Eastern. Head-rters at Chicago, Ill.

T. Harris has been appointed sup-ndent of the Ft. Worth division of

the International & Great Northern. Headquarters at Marlin, Tex.

C. H. Hubbell has been appointed superintendent of the lines west of the Missouri River, for the Chicago Rock Island & Pacific. Headquarters at Topeka, Kans.

James Osborne, formerly general super-intendent of western division of the Canadian Pacific at Winnipeg, has been appointed superintendent of the Atlantic division. Headquarters at St. John, N. B.

E. H. Coapman has resigned as train-master of the Illinois Central at Clinton, Ill., and it is stated that he has accepted the position of superintendent of terminals of the A. T. & S. F. at Needles, Calif.

W. M. Hobbs, formerly superintendent of lines east of the Missouri River of the Chicago Rock Island & Pacific, has been appointed general superintendent of the entire system. Headquarters at Chicago.

W. H. Stillwater, formerly superin-tendent of lines west of the Missouri River of the Chicago Rock Island & Pacific, has been appointed superintendent of lines east of the river. Headquarters at Davenport, Iowa.

B. F. Dickson, formerly superintendent of the St. Louis and Henderson division of the Louisville & Nashville, has been appointed assistant general superin-tendent of the Mexican National. Head-quarters at City of Mexico, Mex.



# MENTIONS

When you change your place of residence or do not receive **THE CONDUCTOR** regularly, drop the editor a card giving your name, *Division number and address*.

Please send address of Brother Jas. Canary to W. H. McAllister, 1115, Third ave., Detroit, Mich., Sec'y Div. 48.

Mr. Wm. B. Causey on severing his connection with the Chicago & Northwestern railway as assistant superintendent, Division 46 passed resolutions of regret at his going of respect, esteem and good wishes.

The promotion of Brother Harry Fenimore to the position of trainmaster of the Illinois division of the C. R. I. & P. R'y. will please his many friends as well as members of our own Order.

Secretary of Division 60 advises that Brother W. E. Miller has lost his Division cards for several years, also one for 1901, and quarterly pass good over main line of the Missouri Pacific railway.

Will anyone knowing address of S. C. Dunbar, for many years a conductor on Santa Fe & Mex. Cen., and who was braking out of Raton, New Mex. in January last, please send same to A. D. Field, 20 E. 11th St., Kansas City, Mo.

A supply of manila envelopes is being mailed to every member of the Benefit Department as rapidly as they can be prepared in connection with the prompt attention to other business of the office. We hope, however, to have them in the hands of all members by the end of the month.

It will be a pleasure to the members to know that Brother B. B. Ray, of Division 1, has received the important appointment of paymaster for the United States Army in the Philippines, and has orders to report for duty at Manila. Brother Ray, accompanied by his wife, will start during the last week in May for San Francisco, enroute for their new home. **THE CONDUCTOR** wishes them success.

We are pleased to announce the appointment of Brother J. D. Mathews, of Division 313, to the position of trainmaster for the Southern Pacific, with office at Lordsburg, N. M. **THE CONDUCTOR** extends its hearty congratulations and wishes Brother Mathews success.

The Costello employers' liability bill passed the New York Assembly April 22. This bill recognizes the right of an employe to recover damages from his employer for injuries received as a result of negligence of a co-employe. The bill has good prospects of passing the Senate as little opposition is being made, if any.

We are running the blank form in the rear part of every **CONDUCTOR** especially for the purpose of securing the information necessary to making those changes in address that will insure its reaching our members; and it is but a trifle of cost to those members who desire it to detach and fill out the coupon and paste it on a postal card and forward the same to **THE RAILWAY CONDUCTOR**. It would do away with much misunderstanding and save a great deal to the Order that is now lost in postage in mailing the **CONDUCTOR** to wrong addresses if our Division Secretaries would impress this upon the minds of their members.

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

CARD NO.	NAME.	DIV. NO.
292.....	F. D. Hartell.....	3
2077.....	George Y. Bunnell.....	14
486.....	A. A. Malone.....	53
9831.....	C. H. Howard.....	76
10096.....	Ivol Rife.....	106
8314.....	W. H. Burrhus.....	128
6771.....	C. L. Northup.....	136
7013.....	J. F. Ryan.....	194
9895.....	M. G. Collins.....	195
6081.....	C. C. Paxton.....	196
813.....	J. S. Thorpe.....	201
6391.....	W. S. Curry.....	231
6340.....	E. Myers.....	247
6385.....	W. J. McGrew.....	287
1286.....	S. McNaughton.....	288
10173.....	A. D. Vandiveer.....	362
3117.....	W. B. Clark.....	390

We are pleased to announce the marriage of Brother W. C. Hughen of Division 159, to Mrs. Emma W. Dickerson of Saline, Ark. Brother Hughen is running into Mexico City, Mex., and will make his future home at that place. THE CONDUCTOR extends congratulations.

❖

All the news of the labor world that is worth reading is published in The Chicago Record-Herald. This paper keeps in touch with the labor leaders in Chicago, which is the great center of labor organizations, and gets all the news first hand through able representatives who make this field a specialty. The news is published without prejudice, and if you want to get both sides of a question which results in a strike you will find it fairly stated in the columns of the Record-Herald. The plans of the labor organizations and all of their important movements are intelligently discussed.

❖

House Act No. 250 has become a law in the state of Indiana, requiring railroad companies to maintain upon each switch connected with the main track a signal light connected in such a way as to indicate safety when the switch is set for the main track, and danger when set for the side track. The light must be kept burning brightly between sunset and sunrise and on dark and foggy days. The same light must be attached to derail switches, except such as operate mechanically. No employe shall be held to have assumed the risk incurred by reason of failure to carry out the provisions of this act. Violation of the act is punishable by a fine of \$25 to \$100.

❖

The Southern Labor News of Atlanta, Ga., comes out with a three column article lauding the loyalty of Division 180 toward organized labor, and says of the Order generally that it has no superior among labor organizations of that state. It gives a carefully compiled list of the personnel of officers who have presided over that Division since its inception in 1885 and speaks in the highest terms of praise of them. A number of half-tone pictures of officers both past and present appear in the same issue together with that of the delegate. It is not necessary to say that we appreciate such tokens of esteem and it is also needless to say that our members everywhere are trying to merit the same wherever the Order exists.

❖

The state of Colorado will soon have upon its statute books a law making it a capital offense to rob a train. When all states shall have enacted a similar law it will have a tendency to stop the easy method some have of replenishing their

funds by simply opening the switch to some blind siding or by placing a few ties on the track. As a rule the men who compose our legislative bodies cannot understand the awful possibilities connected with such a dastardly act as opening a switch or placing obstructions on the track of a passenger train. Our engineers may be careful and vigilant, but it must be understood that the range of vision by aid of the ordinary headlight is not further than 250 feet and the terrific force of these trains cannot be checked to avoid disaster in this distance. The law passed by the house of Colorado provides a just punishment for this offense.

❖

Some time ago we published a statement that Typographical Union No. 6 of New York had settled their grievances with the New York Sun, that paper having acceded to the requests of the business men of New York and the friends of the Sun to settle the differences between it and the men. Its manager, Mr. Laffan, agreed to the terms proposed, that of paying the same prices for work as that paid by other New York papers and to recognize the Union, and was rewarded by seeing the ban removed and a request issued to all Unions and newspapers through the Associated Press to recognize the Sun as heretofore.

When the ban had been fairly removed and after he thought that the Union had thrown down their weapons and could not again recover the situation, he told them that they "might apply for work and, if their services were needed, they might be considered, but their organization would not be recognized." A more shameful betrayal of confidence could not be indulged in, and now No. 6 requests that no patronage be given either directly or indirectly that will benefit The Sun.

❖

George P. Daniels of the New York Central always has an interesting story on hand in connection with the history of that road. He gives the Railway Age some contrasts on travel as between fifty-seven years ago and the present:

	1844	1901.
Time, Albany to Buffalo.....	30h. 30min.	5h. 37min.
Fare, Albany to Buffalo.....	\$11.50	\$6.15
Time, Albany to Niagara Falls	32h.	6h. 14min.
Fare, Albany to Niagara Falls	\$10.00	\$6.15
Distance by rail, Oswego		
Canal and Lake Erie.....	333 miles	
Distance by New York Central		305 miles

Mr. Daniels continues the comparison by saying: "In 1844 the cars were lighted with candles; there were no sleeping cars; meals were obtained at primitive taverns, and the physical conditions of the roadway made long and tiresome delays necessary and a journey an irksome undertaking. In 1901 the cars are lighted by both gas and electricity; they consist of luxurious sleeping cars at night, and mag-

nificently equipped parlor cars and coaches for day trains, with dining cars that furnish a meal equal to that of the best hotels; luxuriously furnished smoking and library cars, and magnificent observation cars."

✧

The wife of a clever detective is said to have powers nearly equal to those possessed by her husband. Not long ago she began to notice that dimes and quarters were daily disappearing as if by magic from the "change purse" in which she kept silver for small purchases. She was inclined to suspect one of her two maids, a sullen Irish girl, but was unwilling to accuse her. After some thought she wrote on a slip of paper, "Neither Bridget nor Cella must take any money from this purse." This slip she put into the purse with some silver and awaited developments.

Two days later Bridget came to her and gave "warning."

"What is the matter?" asked her mistress, innocently.

"I'll be going to another place," said Bridget, vindictively, "and it's yourself that knows the reason. I'll not stay in a house where I'm accused of stealing money out of a little ould purse that's niver had more than two dollars in it since I took service here!"—New Yorker.

✧

The Forum, edited by J. M. Rice, contains the following for May, 1901: Aguinaldo's Capture and the Philippine Commission, Marrion Wilcox; The Russians in Manchuria, Prince Kropotkin; Foreign Bonds as American Investments, Theodore S. Woolsey, Prof. of International Law, Yale University; The Lighting of Railway Cars, George D. Shepardson, Prof. Electrical Engineering, University of Minnesota; The Negative Side of Modern Athletics, Arlo Bates, Prof. of English, Massachusetts Institute of Technology; Events of the Dramatic Season, Gustav Kobbe; A New Class of Labor in the South, Leonora Beck Ellis; Sheep and the Forests, Earley Vernon Wilcox; How London was Saved, John Martin, Formerly Member of the Hackney Borough Council; The Spoiled Parent, Wilbur Larremore; The Latest Stage of Library Development, Ernest I. Antrim; The Negro and Our New Possessions, Prof. W. S. Scarborough, Vice-President Wilberforce University; Some Chinese Traits, Hon. Charles Denby, Formerly U. S. Minister to China; Bryanism and Jeffersonian Democracy, Albert Watkins; Art as the Handmaid of Literature, Prof. William H. Hobbs. The Forum Publishing Co., 111 Fifth Ave., New York.

✧

On April 4, a man giving the name of C. B. Porter, presented himself at this office with a request for aid on the ground

that he had lost what money he had the night before and desired a small sum to return him to his place of employment. He claimed to be a passenger conductor in the service of the U. P. road and that his petition for membership in the Order was in Division 128 for action or had been acted upon; that he had not for two years past been a member of the Order, but prior to that time had been a member of 128. No man of this name has ever been a member of 128. He also attempted to work two of the banks in the city on the ground that he had sums on deposit in Cheyenne banks. Upon communicating with the Secretary of 128, it was learned that no such man was known there. He claims his age to be sixty-one years, and he looks it; heavy build, medium height or little above; dark complexion; walked with a cane, and badly at that, claiming that he was badly crippled by rheumatism; face heavy; eyes protruding; smooth talker of the unctious, familiar type. Later on, he presented himself to the representative of the U. P. in Chicago also representing himself as a conductor in the service of the U. P. Look out for him.

✧

As we go to press, the Fifth Biennial Convention of the Brotherhood of Railroad Trainmen is in session at Milwaukee, Wis., having opened on Monday, the 6th. The delegates were taken from Chicago to Milwaukee on a splendidly decorated special train over the Chicago & Northwestern railway. Nearly 600 delegates and officers are present.

The public meeting was held on the evening of Monday, the 6th, and was very largely attended. The meeting was presided over by James McConnell, Master of Lodge 128 at Milwaukee. An extremely cordial and interesting address of welcome was delivered by Mayor Rose of Milwaukee. Ex-Governor Peck of Wisconsin delivered one of his characteristic addresses, which kept the house in a roar of laughter. Grand Chief Conductor Clark delivered a brief address, extending the fraternal congratulations of the Order. Grand Master Sargent was on the bill but was unable to be present. When Grand Master Morrissey was introduced he was received with a burst of applause which showed clearly the esteem and affection in which he was held by the members present. In the course of his splendid address, Grand Master Morrissey said:

"Labor organization is the concentration of the forces of those who work for wages. It is intended to improve their working conditions and in consequence insure to them those things so highly prized by the good citizen who appreciates the advantages of right living, education, cheerful homes and a government



the distribution of its favors. It has much to be thankful for in the existence of legitimate organization. It is today as it has ever been, and the protection of those who toil. It has never received such recompense for its fruits as it has since it has thrown itself into unions. It has probably not lost sight of its intentions and has not lowered its expectation of its idealist, but it is nearer to a practical solution of its problem than any other idealist of man, and has done more for the industrial classes than all other idealists combined. It has developed a sense of responsibility and self reliance among the working people. It has made it easier for the employer to deal with his employees.

Of course, occasionally there is an exception to this rule, but the general situation will speak for itself. There is a mistaken idea among some of our poorer troubles occur only among the uneducated men. I assert that the greatest cause of industrial disturbances rests in the unorganized men, for they owe obedience to no one, and are not like the organized men, subject to the restraint of the influence of which on the individual's action cannot be denied. Uneducated men are swayed by impulse in the case of threatened trouble, drift in their ideas and actions of radical, appointed leaders who are not responsible to any one and care not what the consequences of their advice. A long time has passed when the individual workman will put his feeble strength to the might of his employer. Men are now common calling, bearing like burrs, will naturally draw closer together under the banner of organization in order that they may receive the best returns for the use of their hands and brains, and their strength and constancy to each other against encroachments on their rights.

Our organization does not believe in the use of forceful methods. We have been accused of everything, but we are as you workingmen possessed of a fair amount of intelligence, honest in our purpose, conservative in the operation of our organization, and believing that the employer has rights that we are bound to respect as carefully as we try to care for our own. Our work is along peaceful lines, hoping that educative methods on the part of employer and employe will result in a better understanding of this question of equal rights.

It will be gratifying to all our friends to know that this meeting finds our brotherhood stronger numerically and financially than ever before, and that in every way we are well equipped for the importunities that await us, that of protecting our interests of the railroad trainmen of the United States and Canada. It is our purpose to pursue that same straight-

forward course as an organization which has yielded such a fair measure of success in the past. Organizations such as this, which deal fairly and honorably with all men, represent the highest type of the intelligent labor movement in America. Industrial conditions are changing so rapidly now-a-days that it calls forth our best thoughts and efforts to keep pace with them. The past is dead; let us, consequently, grapple with the present, and set our faces sternly toward the future. There is need of a closer relation and better understanding among railroad employes for their mutual advancement and protection. We ought to try and help one another more than we do. I recommend to you the example of a certain Quaker, who said: 'You will pass through this world but once; any good thing therefore that you can do, or any kindness that you can show to any human being, you had better do it now; do not defer or neglect it, for you will not pass this way again.'

During the forenoon of Tuesday, the 7th, Grand Chief Conductor Clark, by invitation, appeared before the delegates in convention assembled and talked to them on some of the needs of the hour and the influences and agencies which are at work affecting the present and future interests and welfare of the railway employes, more especially in their organized capacity. Brother Clark was accorded a reception so cordial and enthusiastic as to be highly gratifying to all.

We are indebted to Brothers E. S. Lawther of Division 206, and S. B. Hamer of Division 140, for several views which will appear in our June number.

J. D. Shults of Division 8, is in charge of New York Central yards at Pan-American—Buffalo. The affairs of the Central will be well cared for by Judd.

On May 8, Chief of Detectives Colleran of Chicago, started a crusade against proprietors of employment agencies of that city who refused to take out licenses, and landed D. T. Chafin of 119 LaSalle St., H. Morrell of 146 State St., and Wm. Cook of 325 Dearborn. If this sort of activity continues we may reasonably hope to see Chicago clear of sharks who bleed the innocent and ignorant victims of their last cent.

The celebrated cases of H. C. Crompton and N. L. Swartwood against the Oregon Short Line Railroad company, were decided yesterday by Judge Hall in favor of the defendant company, with a dismissal against the plaintiffs. The cases were commenced to secure a judgment compelling the railroad company to pay

the plaintiffs \$1,040 each, the amount they would have earned as wages as trainmen, from the time of their discharge from the Oregon Short Line service until the suits were filed, had they been furnished with clearance certificates showing the true reason for discharge.

At the trial it was shown by the officials of the defendant company that Crompton and Swartwood were discharged from their positions with the Oregon Short Line as brakemen and conductor and brakeman, respectively, because they had violated rule 207, relating to the use of intoxicating liquors while on duty, but this the plaintiffs denied. They also pleaded that they were entitled to clearances, so that they could secure employment with other railroad companies.

In passing upon the merits of the cases yesterday, the court ruled that the Oregon Short Line company is not obliged to give its employes, upon discharge, any kind of letter showing for what reason they were discharged from its employ; that if the plaintiffs were not satisfied with the kind of clearance given them, they had no recourse, for the company has a right to discharge its employes for any cause whatever or for no cause, without specifying the reason for the action.

Judge Hall decided that neither Crompton nor Swartwood could take any judgment against the railroad company by their complaint.—Salt Lake Tribune.



The people are honest. They have no motive for corruption and jobbery, but

every motive for honest, wholesome clean government. Put nominations in the hands of the people and protect citizens in their nominating duties, the power of the boss will be gone. As everywhere else, experimentation is the road to perfection. The enemy will ever be present in trying to render every such measure imperfect. It is the universal experience in government that when the demand for a measure cannot be suppressed, the aim is to defeat the object by making the law ineffectual. This has been the experience with every step in industrial and social legislation when the interests of any powerful class were arrayed against it, and curious enough it has been the experience with the experiments on this subject of direct nominations. Laws have been passed in several states, aiming to give direct nominations, but they have had many defects. They have been, in short, partial experiments toward the evolution of a practicable and workable measure. New York has the benefit of that experience. In the Australian ballot, the principle is sound, it is only the machinery for its application that needs perfecting.—Cotton's Magazine.

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# POETIC THOUGHTS

## WHEN THOMAS TAKES HIS PEN.

ELSIE HILL.

Young Thomas Jones came home from school with  
sad and solemn air;

He did not kiss his mother's cheek nor pull his  
sister's hair;

He hungered not for apples, and he spoke in dis-  
mal tones;

'T was very clear misfortune drear had happened  
Thomas Jones.

"My precious child," his mother cried, "what,  
what is troubling you?"

You 're hurt—you 're ill—you've failed in school!  
Oh, tell us what to do!"

Then Thomas Jones made answer in a dull, des-  
pairing way:

"I 've got to write an essay on 'The Indian To-  
day.'"

His tallest sister ran to him, compassion in her  
eye.

His smallest sister pitied him—nor knew the rea-  
son why:

And all that happy family forsook its work and play  
To hunt up information on "The Indian Today."

They read of Hiawatha and of sad Ramona's  
woe—

You found encyclopedias where'er they chanced  
to go.

They bought a set of Cooper, and they searched it  
through and through,

While Thomas Jones sat mournfully and told them  
what to do.

For three whole days the library was like a mov-  
ing van.

"Is Mr. Jones," each caller asked, "a literary man?"

And day by day more pitiful became young  
Thomas' plight,

Because, alas! the more he read, the more he could  
not write.

"Write what you know," his mother begged (she  
stirred not from his side).

"I do not know one single thing!" that wretched  
child replied.

"Oh, help me, won't you? Don't you care?" Then,  
when assistance came,

"Don't tell me—don't! It is n't fair!" he pleaded  
just the same.

The night before the fateful day was quite the  
worst of all.

Black care upon the house of Jones descended like  
a pall.

All pleasure paled, all comfort failed, and laughter  
seemed a sin;

For "Oh, tomorrow," Thomas wailed, "it must be  
handed in!"

When, lo! the voice of Great-aunt Jones came  
sternly through the door:

"I cannot stand this state of things a single minute  
more!

The training of a fractious child is plainly not my  
mission;

But—Thomas Jones, go straight upstairs and write  
that composition!"

And Thomas Jones went straight upstairs, and sat  
him down alone.

And—though I grant a stranger thing was surely  
never known—

In two short hours he returned serenely to display  
Six neatly written pages on "The Indian Today!"

His teacher read them to the class, and smiled a  
well-pleased smile;

She praised the simple language and the calmly  
flowing style;

"For while," she said, "he does not rise to any  
lofty height,

'T is wonderful how easily young Thomas Jones  
can write."

—St. Nicholas.

## BROTHERHOOD.

E. S. MARTIN.

That plenty but reproaches me  
Which leaves my brother bare,  
Not wholly glad my heart can be  
While his is bowed with care.  
If I go free, and sound and stout  
While his poor fetters clank,  
Unsated still, I'll still cry out,  
And plead with Whom I thank.

Almighty, Thou who Father be  
Of him, of me, of all,  
Draw us together, him and me,  
That whichever fall,  
The other's hand may fail him not—  
The other's strength decline  
No task of succor that his lot  
May claim from son of Thine.

I would be fed. I would be clad.  
I would be housed and dry.  
But if so be my heart be sad—  
What benefit have I?  
Best he whose shoulders best endure  
The load that brings relief,  
And best shall he his joy secure  
Who shares that joy with grief.  
—Scribner's.

## TO THE GUESSERS.

CLARENCE D'BRAUNNIGAN.

Since ye wuz so kind as tu print me furst sonnet  
I'm wearin' a size an' a half larger bonnet.  
I'll not take yure space me ideas expressin';  
But will jist say a wurd to thim that wuz guessin'.

So Missus John Cooney don't think I'm a "Mick!"  
Jist a glance at me face, an' she'd change her mind  
quick.  
Whoever wanst sees me, father, mother, son,  
daughter,  
Sez I'd not get say-sick to recross the brine-  
wather.

An' me frind Harry Reynolds has somethin' to say,  
(Tho' that's nothin' strange, fur he's allus that way)  
If I spread out, me fortune is made sure, says he;  
But divil a jolly, kin he jolly me.

I don't want no fortune, but me health and a job.  
An' I'll git along, same as any auld slob.  
Now ye poor Omadhaun that don't know who this is,  
Don't say any more, fur it's none of yure biz.



# OBITUARY

**BROWN**—Brother D. C. Brown, Division 112, Centralia, Ill.

**BEEDER**—Brother C. C. Beeder, Division 98, Montgomery, Ala.

**CAFFERY**—Brother Thos. Caffery, Division 8, Rochester, N. Y.

**CLEARY**—Brother M. Cleary, Division 54, New York, N. Y.

**COOLEY**—Wife of Brother W. H. Cooley, Division 121, Huron, S. D.

**DEVAUGHN**—Brother T. Devaughn, Division 190, Grafton, W. Va.

**DODSON**—Wife of Brother C. S. Dodson, Division 89, Louisville, Ky.

**DUNLAVEY**—Brother J. J. Dunlavey, Division 100, Columbus, Ohio.

**ENNIS**—Brother J. Ennis, Division 12, Scranton, Pa.

**FRETWELL**—Brother W. R. Fretwell, Division 379, Corbin, Ky.

**GILLMAN**—Brother T. J. Gillman, Division 143, Harrisburg, Pa.

**JEWETT**—Son of Brother E. S. Jewett, Division 55, Kansas City, Mo.

**LEWIS**—Son of Brother T. H. Lewis, Division 89, Louisville, Ky.

**MANSFIELD**—Daughter of Brother G. C. Mansfield, Division 312, Weehawken, N.J.

**MOORE**—Wife of Brother S. M. Moore, Division 11, Newton, Kans.

**MORTON**—Brother W. Tom Morton, Division 59, Texarkana, Ark.

**OGLE**—Brother G. R. Ogle, Division 132, Salida, Colo.

**POWERS**—Daughter of Brother T. J. Powers, Division 89, Louisville, Ky.

**RICE**—Brother H. T. Rice, Division 35, North Platte, Neb.

**RORABACHER**—Brother F. M. Rorabacher, Division 6, Battle Creek, Mich.

**SCHU**—Wife of Brother C. H. Schu, Division 364, Oakland, Calif.

**SNYDER**—Brother W. H. Snyder, Division 96, Aurora, Ill.

**SPARROW**—Brother F. S. Sparrow, Division 175, Memphis, Tenn.

**SWIRES**—Brother Joseph Swires, Division 172, Altoona, Pa.

**THOMAS**—Brother W. D. Thomas, Division 148, Chattanooga, Tenn.

**WALLEY**—Brother J. H. Walley, Division 7, Houston, Texas.

**WISSENGER**—Brother L. Wissenger, Division 172, Altoona, Pa.



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Mrs. J. T. BALES,  
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ADLERBERT C. FANGBOAM,  
 Conway, Mich., Sept. 17, 1900.



# The Railway Conductor

JUNE



1901

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# Westinghouse

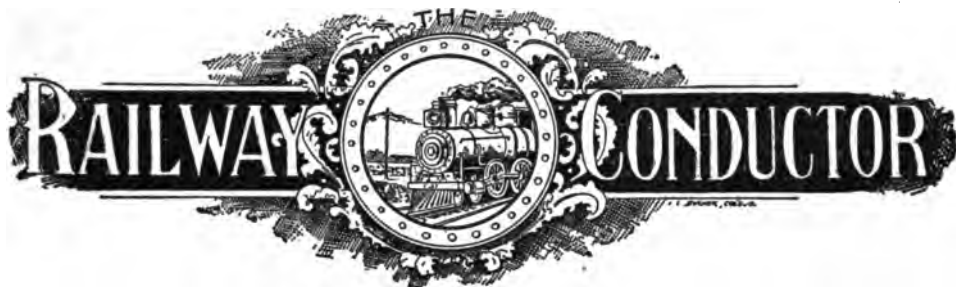
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VOL. XVIII.

CEDAR RAPIDS, IOWA, JUNE, 1901.

No. 6.

## A NIGHT IN THE WOODS.

BY W. D. ANDERSON.

The prosey old town of Brockville was about to have a railroad. Ever since the first stakes were driven by the engineers, some three months prior to the opening of our story, the townsfolk had discussed its building, and some even ventured the prophecy that Brockville would be headquarters for the Brockville & St. Clair Railroad. Each evening found a motley throng congregated in Parson's store, one of the principal business houses of the town, where its proprietor, Ed Parsons, dispensed any article of merchandise from a half-yard of calico to a grindstone. If there had been any doubt of the intention of the contractors to complete the road through Brockville it was dispelled when a gang of one hundred and fifty men with wagons, scrapers, plows, etcetera, arrived at Brockville and established a camp less than two miles from the town, and proceeded to break ground along the line marked out and indicated by the sub-grade stakes.

Among the groupe was Joe Kake, who was addressing those about him.

"Now, you see, neighbors, it is gist as I told you. I knowed very well when I seen 'em driving the stakes that we was goin' to have a railroad. There was Jim Warner, who knows it all, leastwise he thinks he does, said she would never be built, and lots more of you knowin', wise heads is sayin' right now to yourselves that we will never hear the sound of the injun's whistle."

Having delivered his opinion in what he considered his most convincing de-

livery he turned his head and took an instant's calculation of the distance between him and a barefoot youth who stood opposite him with trousers rolled up to the knees, then squirted an amber stream of saliva that bespattered his naked legs and feet, making him a ridiculous object indeed. There was a coarse guffaw from a number in the crowd and frowns of disapproval from others.

"Joe Kake, you are a bully and a coward, and if I was big enough I would lick you for that," said the youth, starting toward the door, while his flashing eyes told of spirit and determination.

"I am a coward, am I? I'll break you in two, you little scamp!" said Kake, advancing threateningly.

At that moment a third person interested himself in the trouble. He was the paymaster of the new line, a well built, athletic looking fellow, who stepped between them and said:

"My friend, you have insulted that boy, and now that he tells you the truth about your action you seek to harm him. Don't you think you deserve the title of coward?"

"Stand aside! nobody kin call me a coward. Well then—take that!"

But the blow he had aimed at the paymaster fell short, and the next instant Kake was lying full length upon the floor, felled by a blow straight from the shoulder, just under the jaw on the cords of the neck. He was raised up by some of the number present and left to recline against a keg of nails until he should revive.

"That were a powerful blow, stranger," said an old farmer, approaching the paymaster. "May I ask ye what your name is?"

"John MacDonald, sir. I am sorry that I was compelled to strike him, but I hope it will be a lesson."

"Stranger, you don't know Joe Kake. He will git even with you ef it takes a hundred years. I don't mean that he will come right up and fit you like a man, but

He had made certain that John MacDonald had gone, however, before expressing himself.

"Where is he, I say?" he roared like a bull.

No one ventured to answer for fear of directing his torrent of wrath upon themselves.

"It ain't anyone in these parts as kin hit Joe Kake and git off. You hear me, all on you. Joe Kake watches when



E. E. CLARK, GRAND CHIEF CONDUCTOR.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

he will git you when you ain't a lookin'. That's Joe Kake's way of gittin' even."

"I am not afraid of such men and I believe that he is satisfied that I am able to look out for myself."

The paymaster concluded his contract with Mr. Parsons for such goods as he needed and took his departure. Some moments later Kake revived sufficiently to stand erect.

"Where is the cur what hit me when I wasn't lookin'?"

other folks sleep, see? Where's that kid? Oh, he's took a sneak, too. Well, I'll git 'em both yet," at which he also took his departure.

On the following morning the construction camp presented a busy scene. Breakfast was over, and men swarmed out of the rudely constructed shanties that had been thrown up for their accommodation, both as to sleeping quarters and a place to eat their meals. No attempt was made at architecture. Bunks built of pine



boards with a bundle of straw and a pair of blankets constituted the bed, while a log structure built by driving stakes into the ground and covered with boards of the same wood, under a separate shed with a sloping roof served as a place from which to take their meals.

Each man seemed to know his part of the work. There were those with axes and picks, who preceded those who took charge of horses and scrapers, and who

the camp was quite clear. Then he heard a timid voice say:

"Mr. MacDonald, I would like to have a job. Have you got anything for me to do?"

"What is your name?"

"Frank Gordon, sir."

"What can you do, Frank?"

"Oh, drive horses or care for them, carry water, run errands or anything you wish done. I am fourteen, sir."



A. B. GARRETSON, ASSISTANT GRAND CHIEF CONDUCTOR.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

and their work in the forests beyond town by cutting down and clearing a sage of one hundred feet width.

John MacDonald was busy as the busi- looking after the disposition of tools and implements and directing by order certain lines to be followed in the work. had not noted that a barefoot boy had been following him with an intensely anxious expression upon his face until

"Where do your parents live, in Brockville?"

"My mother lives just on the edge of town; my father is dead."

"I have a water boy with each gang now, but I will try to find something for you. Have you any education?"

"I have only attended school ten terms, but my mother, who used to teach, has given me instruction and I can work back



as far as partial payments very readily."

"Well, my boy, you will be my assistant bookkeeper, and you will begin on your new work tomorrow morning if you wish."

"Thank you very much. I will go home and tell my mother my good news. I told her of your brave act last night when you saved my skin from that Joe Kake, and she thinks you are the best man in the world."

The following morning found Frank in the camp bright and early, with a bundle of clothing under his arm, and ready to begin upon his duties; He was greeted cheerily by John MacDonald, who told him to put his clothes in the office, a little box-like shanty somewhat neater in appearance than the other buildings that composed the camp, and which possessed some other comforts not found among the apartments used by the men. A



W. J. MAXWELL, GRAND SECRETARY.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

"Oh, you are that boy? Well, Frank, I am glad I can be of further service to you. Tell your mother that I will take good care of you and give you employment as long as the job lasts. You might bring such clothing as you wish to wear along with you, for you will rough it with the rest of us, and so soon as conditions warrant we will move farther up the line."

"All right," said Frank, and away he went, whistling merrily, pleased beyond measure with his new situation.

counter, several chairs and a book rack, all made from the same kind of wood, composed the furniture of the office, while two folded hammocks with clean blankets and pillows suggested comfortable repose, as Frank beheld them suspended above his head.

"I will instruct you in what I wish you to do now. We keep a record of every tool and lot of supplies let out to the men. In this book you will charge to the boss of each gang whatever he requires. You will issue duplicate tools only upon



the return of the original tool and keep strict account of everything that passes out of the supply room and keep the room locked at all times when you are not in the office, and allow no one to enter it upon any pretext."

Then John showed him many other things in connection with his duties, after which he opened the books and gave him minute instructions in copying the time reports of the men and crediting same to

Frank flushed with pride at the compliment paid him and bent closer to his task than ever, determined that his work should gain for him still higher confidence.

He was bending over his work the following morning after John's departure when a shadow fell across the threshold of the little office. As he looked up he beheld one of the laborers connected with the graders' gang whom he had frequently



W. D. ANDERSON, ASSOCIATE EDITOR "THE RAILWAY CONDUCTOR."

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

them at the rates at which they were employed. He was much pleased with Frank's neat, clear handwriting and the cleverness he displayed in taking up the work.

"I am going to the front tomorrow morning, Frank, and perhaps I shall stay several days, as the bridge gang will arrive in the morning and will need some instructions about the blue prints that I have of this bridge. I have no fear about our ability to do the work in my absence."

spoken to and who bore the sobriquet of Sleepy Jim.

"Hello, kid; boss gone?" he said, entering and throwing himself upon one of the rude reclining chairs.

"Yes sir," answered Frank politely.

"How long is he goin' to stay away?"

"I don't know exactly."

"I should think he would tell his private secretary," he said with a sneer.

"I am only a laborer like yourself, and must attend to my business or my pay will stop."



"Your pay! Say young feller, that's jist what I came here to find out—something about pay. When I hired out here they promised me my dough every thirty days, and it's been nigh onto forty and no dough yit. Now you may not know exactly when the boss is comin' back, but I know that you know what ails our pay, and what I want to know is when we're goin' to git it."

"Mr. MacDonald said that he was ex-

"Do you think I am a dray or a pack-horse?"

"Neither, Jim; I am only asking you to obey orders. If they are in a hurry for them you had better be going back after them, for I will not deliver the new ones to you unless you return the broken parts."

Sleepy Jim went out sullenly. As the forenoon wore away he did not put an appearance and Frank began to wonder



O. SACKETT. CASHIER AND CHIEF CLERK.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

pecting notice from Waldow's express office every day about something and I think it must mean the money for the men, but I don't know. But, have you quit work—I see you are idle today?"

"No, I ain't quit work. I came on an errand for the boss. He wants a new clevis and a mouldboard for that old side-hill plow. Struck a stone just a minute ago and busted clevis and mouldboard. See?"

"Where is the broken part? you know the boss wants them when you break anything."

if he had really been sent after the new parts to the plow or if that had been an excuse for idling away time. When the bosses turned in their slips for work done by the men under them he asked McKee, in whose gang Sleepy Jim worked:

"How did you get along without that mouldboard and clevis, Mr. McKee?"

"We used one of the other plows. I told Jim to take along the pieces, and supposed he did until he came back, after being gone two hours, and said you wouldn't give out supplies till the boss



came back. He hid the pieces in the brush, but one of the water boys saw him and I found them there. You will notice that I docked him an hour today."

"He wanted to know when he was going to get his money and stayed around the office talking about that until I asked him if he had quit work."

"There's trouble brewing among some of the men, for I saw them talking together at different times during the day.

paring for supper, while Frank engaged himself in entering the time of the men upon the books as handed in by the bosses.

He had just finished the entries when Sleepy Jim entered.

"Say, kid, did McKee dock me fer any time today?"

"One hour, Jim."

"Well, I don't stand for no hour, do you hear me?"



E. B. CONRAD, ASSISTANT CASHIER.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

The matter of pay is causing some kicks from the men who want their money to go on a spree with, and MacDonald is trying to hold off until we make our next move beyond the bridge, but I don't expect any serious trouble from them. The trouble seems to be brewing on some other reason, but there are only two or three that's connected with it so far, and it may be that it's all imagination on my part."

Having thus expressed himself, McKee went out among the men, who were pre-

"Yes, but you will fix that with McKee."

"If you want to be a good feller among the boys you want to put me down full time today. If ye don't you might as well quit tonight," he said with a meaning look at Frank.

There was an evil expression in Jim's eyes that the boy feared. Not that he entertained any fear for his personal safety, but he had been thinking all day of what motive Jim had had in coming to the office, and since McKee had told him that

Jim had been gone two hours on the errand, he wondered what he had been doing during that time.

After supper pipes were produced, and soon the camp presented an indolent scene, with men here and there stretched out upon the ground, others singing songs and others playing cards. Sleepy Jim walked back and forth, saying nothing to any person, but casting an occasional furtive glance toward the place where

glanced back several times as if to satisfy himself that his departure was not noticed. It was growing dark now, and as his shadow became less distinct Frank slid off the bench and dodged around the corner of the little office.

"I am just going to watch that fellow, anyhow," he muttered to himself. "I feel it in my bones that he's up to something, and I'm going to find out what it is."



W. A. COON, MEMBERSHIP CLERK.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

Frank lay stretched out upon a rude bench in front of the office, listening to McKee and one other man named Greely, who was dubbed by the men as straw boss of "de gang." Frank, while listening disinterestedly, was keeping his eye upon Sleepy Jim without giving that individual reason to believe that he was being watched. Finally Sleepy Jim stopped his walk and looked through the woods toward Brockville and then started off in that direction in a leisurely way. He

Frank followed cautiously in the direction he had gone until he came to a ravine running in a direction diagonal to that traversed by the road. There, deep down in a clump of bushes he beheld a small fire, and about which he perceived a man walking to and fro. He soon beheld another person join the campfire sentinel, which he recognized as Sleepy Jim.

"I guess Jim has made an appointment by the looks of things. I guess I'll creep a little nearer and see what kind of company he keeps."



Frank slid down the grassy slope until he reached the bottom, then with the stealth of an Indian he wormed his way not by foot until secured a position amid the clustering bushes that entirely concealed him from the men.

"Glad you come, Jim, anybody git onto our leavin' camp?"

As the light fell upon the speaker's face Frank started. It was Joe Kake.

"Now, what in the world has Joe Kake

ought to have had their pay on the first, as MacDonald drew nine hundred dollars in specie that day and took it away with him."

"On the first, you say? That's the day he went to Waldow to see about the coin and came back sayin' it hadn't come. He got back 'long in the night some time. By —— Kake, that money is in camp some place and we need it."

"That's what I concluded when the



H. STUART, STENOGRAPHER.

S. A. KINERT, BOOKKEEPER.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

common with Sleepy Jim I wonder. I don't know they were acquainted."

No one saw me leave the camp, and if I did no one would think anything about it. Well, what did you find out?"

"I loafed around Waldow all day and got to talkin' with the agent there about the new railroad. I told him that work was goin' to stop Saturday night if the men didn't git their pay. Course he took the bait, but he nearly knocked the wind out of me when he told me that the men

agent told me he drew it, but where did he put it."

"I had a suspicion yesterday that the money was hid in the office somewhere and went up on an errand for the boss to see if I could spot a place where it might be kept. I looked in every crook, but I made up my mind that if any money was there it must be among some of the supplies in the little room off the office that the kid keeps locked all the time and don't allow anyone to go into."

"You've hit the spot Jim, and we can find it if it is there. The old moss backs around this town will be surprised to see Joe Kake walkin' among them another year without workin'. You see that last job didn't pan out very well and I had to keep shady here among the folks who don't know anything about me since I grewed up a farmer boy amongst them."

"Well, when had we better crack the office?"

kid this afternoon and suspicion would tack fast to me right away if he's told McKee what I said. No, no, Joe, we daren't try that."

"Let's kidnap him and take him to the old cabin down on the river and tie him there until someone comes along. We can blindfold him so he kin never tell any of us again."

"That's a good idee, and tonight's as good a time as any to do the job. What



MISS WING. STENOGRAPHER.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

"Well, let's reckon on what trouble we'll meet. First, the boss is away; that's in our favor. The men sleep away from the office a good ways, and pretty sound, too; that's another thing that's in our favor. The only thing that's in our way is the kid, who sleeps in the hammock in the office; what's to be done with him?"

"What's your idee?"

"Slip a knife in him."

"No, that won't do. I threatened the

do you say?"

"Agreed," said Jake, with a vehement slap upon his thigh. "But say, Jim, it won't do to go sportin' ten dollar gold pieces around these parts for some time, you understand that?"

"Jest what I was goin' to say, and besides I've got a little dough comin' that I want. I have to stay around these parts till I make the raise, then I'm ready to fly my kite. I was sorry you got into a

jangle with the boss, 'cause we could both have worked and when we drew our pay we would have some excuse for showin up the shiners; see?"

"I'll hit him for a job as soon as he comes back, too. He's just that kind of a feller what don't let anything like that hold him off from givin a man a job. But I'll tell ye, I'd like to knife him fer that dirty lick he give me. Lord! I thought a horse kicked me."

which no one would ever suspect had anything under it, 'sides they wouldn't find the cave in a hundred years."

"Come on."

Frank had listened attentively to all their plans and their sudden determination to put into execution those plans caught him quite without any plan of operation by which he might frustrate those of the robbers. He had revolved a plan in mind of fleeing to the camp and arousing Mc-



MISS CLANCY, STENOGRAPHER.

MISS WOLF, CLERK.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

"I'll tell ye what let's do; let's bury the stuff till we git ready to vamoose."

"If that's your idee, right here is the spot to do it," said Kake, walking to a rocky projection in the ravine covered by densely growing vines, which he pulled aside disclosing an aperture large enough for a man to creep into. "Here is my old treasure vault that has served the purpose many times before, and no one knows of it but you and me. There is a flat stone inside that kin be raised up and will hold a wheelbarrow load of stuff,

Kee, but left behind as he was without any prearranged ideas of what he should do under the circumstances left him helplessly dazed. He sat in deep study for some time; at last he said to himself:

"I have an idea, too. I will wait here until they return—if they do. If they don't I shall feel guilty as if I had taken part in the robbery." Frank settled down among the bushes to rest and think.

He had fallen into a slight doze when he heard someone move near him, even disturbing the bushes in which he was

concealed. He could hear his heart beat loudly. Then he heard other steps coming behind and nearer to his place of concealment.

"The fire's out Jim; just throw on a few sticks and light 'em till we can see where to stow this stuff. Pretty clever he thought, eh? In a nail keg with the hoops drove on, but we found it just the same. Must be a clear nine hundred here—just what he drewed."

of the location of the camp and arrive there from the direction of Brockville. After he thought them quite out of hearing he stumbled on in haste to reach the highway through bush and bramble, frequently falling headlong to the ground. He had traveled nearly a half mile in this manner when he realized that he was lost. He sought to retrace his footsteps, but each step seemed to lead him into a deeper labyrinth than he had yet trav-



H. A. SWISHER, MAILING CLERK.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

"I should say so. Luck right with us, too, for the kid's gone home, and say—Kake! If the kid went home without orders and the stuff is gone, who's to blame?"

"Suspicion will point to the kid sure enough. We're safe."

Frank drew a sigh of relief as he heard their footsteps retreating. He drew himself up from his cramped position and started to follow them. Fearful of meeting them he determined to make a detour

ersed. At last he sat down in despair and determined to wait until morning should dawn. His eyes grew heavy at length and he was soon sleeping soundly as if he were in his little bed at home or in his hammock at the little office. In his dream he again witnessed the robbery and saw them carrying away the bags of coin with which the men were to be paid. Then the scene changed and he saw himself in the hands of the sheriff, while Jim and Kake stood before him as his-



accusers. His heart was broken at the sight of his poor old mother who wept for him as they led him away a prisoner. He awoke with the cry on his lips that he was innocent—innocent. The sun was high in the heavens and he realized that his fatiguing trip of the night before had made him oversleep.

"My goodness! Where am I?" he said. "Oh, yes; I'm lost. What direction is camp, anyway? That's east," he said,

"I wonder what the men will say that I'm not there. I wonder if Mr. MacDonald is returned. I wonder—"

He stopped short as he saw a group of men about the little office start toward him. By their determined looks he saw that something was wrong and their attitude toward him was anything but friendly.

"Here comes the little cuss now," said one.



BEN. CLIFFORD, CLERK.

Interior View O. R. C. Headquarters—Courtesy Cedar Rapids Commercial Club.

pointing in the direction from which the sun was rising. "Then that must be west, and that south. Seems funny—sun is in the wrong direction, but I guess the good Lord hasn't changed things since yesterday. I'm southwest of Brockville all right and south of the road, so I'll just start northeast by north, that ought to bring me out all right."

Frank's calculations were correct, for he soon began to recognize his surroundings and came out on the road between Brockville and the camp.

"What is the matter, men?" asked Frank.

"Matter enough, you little varmint; where's the money you stole last night? Answer quick, or we'll string you up!" they shouted.

At that moment MacDonald came out of the office.

"Men, take your hands off the boy. You shall have your money tomorrow at noon at the latest, but I want to have a talk with the boy in the office. If he is guilty, as you imagine, the law must take

its course, but you shall not harm him. Fall back!" he shouted.

The determined tone of John MacDonald's voice was enough to satisfy them that he would brook no interference from any of them, and they fell back to a man.

"Now, Frank, come with me into the office."

When they were alone, he said:

"Frank, I had nine hundred dollars concealed in a nail keg among the nails and headed up. I cannot believe you guilty of stealing it, yet I found you gone and the office open when I came this morning, and your hammock showed that it was not used last night. Do you know where the money is? Answer me truthfully."

"Yes, sir; I do."

John MacDonald reeled. Frank's confession nearly overcame him.

"Let me tell you what happened last night, sir."

Then followed Frank's recital of every detail connected with the robbery, winding up with his recital of a night lost in the woods. John grasped his hand and said:

"Forgive me, Frank, for believing you guilty, even with your first utterance. Do you think you can lead me to the spot where the money is hidden?"

"I am sure I can, sir."

"Kake has already applied for work, and as you have said of him I gave him employment and he is now among the number who are idle outside. I shall demand of the men a pledge to offer no bodily harm to the guilty party on condition that their wages be paid them within two hours. This will give us sufficient force to capture Kake and Sleepy Jim, however great their resistance may be. Come with me to the door."

John opened the door and called to the men to listen to his announcement of his findings. When all had gathered in front of the little office John noted that Kake and Sleepy Jim were nearest him. Then he said:

"Men, I have called you here as citizens of a community to uphold the dignity of the peace. If there is a criminal among you and evidence points to his guilt that man in the eyes of the law is innocent until proved guilty. Now, I am going to

ask each one of you to pledge your protection to the guilty party and I agree on my part to pay you your money within two hours if you will do this. This does not mean that he shall go free, but that you shall take him in hand and turn him over to the proper authorities. I will try him for the crime of robbery with you of your money. Do you agree to this. Remember, John MacDonald does just as he says."

One by one they agreed to the proposition until it came to Kake.

"I'll not agree to anything of the kind. The kid is a thief and ought to be strung up."

"I think the same as this man does," said Jim, pointing to Kake.

Then MacDonald called MacKee to him and whispered a few words to him, whereupon he in turn communicated something to the others.

"Well, if ye are the jedge o' this case, let's hear yer decision," said Sleepy Jim.

"You haint said yit who's guilty."

"Men, when I announce the guilty party, make them fast. I have indisputable evidence. They are—" he hesitated a moment, then pronounced the names—"Kake and Sleepy Jim."

"It's a lie!" they roared; but they were soon overcome and bound.

"Prove us guilty," shouted Kake.

"Frank, tell the men your story," said John.

Frank related substantially all that had told John.

"Lead us to the place where our money is hid and we'll believe you," said one of the men.

Then followed a long procession of men who were soon at the place where the money had been hidden. Frank discovered the stone, but it was necessary to call for assistance to raise it. At the bottom were several bags, all of which had been stolen from the office.

"They are all here, boys," said John.

There was a great cheer from the men, and someone suggested that they ride the guilty ones on a rail. There was no trolly for them and soon they were prodded with tar and leaves and given the taste of that punishment meted out to objects of scorn. When the men were satisfied the criminals were placed in a wagon and hurried off to the county

where charges were preferred against them and they were bound over to court. It would add no interest to our narrative to recite their defense which had nothing in it to say the most. The sentence given them will keep them from other crimes of a similar nature for a number of years and a discouraging outlook stares them in the face at the expiration of that term,

when they will be called to answer for other crimes.

Little remains to be said. Frank remained with John MacDonald until the completion of the Brockville & St. Clair railroad, when he was sent to college, and it is stated authoritatively that at the expiration of his college course he will be a full fledged civil engineer who will enter a partnership known as MacDonald, & Gordon, Contractors and Civil Engineers.



LARGEST ENGINE IN THE WORLD—ILLINOIS CENTRAL RAILWAY.

Run between Centralia and Mounds, Ill.

Courtesy Brother S. E. Lowther, of 206.

## THE AMERICAN TRADE-UNIONS AND COMPULSORY ARBITRATION.

[By W. MACARTHUR. Courtesy of The Forum.]

From the beginning of the era of the labor movement proper, when the associations of the working class were openly divested of all disguise and freely declared to be primarily industrial in character and scope, the strike has held the most conspicuous place among the phenomena developed by the relations between employer and employe. This is but natural, as the strike arrests the thought of the community in proportion

as it arrests the progress of production, thus touching those chords in the system of daily life to which every society is immediately responsive.

But, above all considerations involving the material aspects of the case, there are the moral aspects, as manifested in the spectacle of suffering, of fortitude, rising not infrequently to the heroic, and, withal, of desperation, that so often characterize this species of warfare. It is the moral

phase of the strike that has exercised the best thought of many countries, and has led to the intervention of leaders in other spheres of endeavor, to the end that open conflict may be avoided by recourse to methods more in keeping with reason, and, therefore, more conducive to fair adjustment, or, in any event, less destructive of the forces engaged.

Notwithstanding these efforts, the strike continues to be an ever-recurrent feature of industrial life, increasing in its power to affect the general comfort and safety with the increase of organization among the respective forces. The typical instance of such labor troubles is no longer a merely local affair, affecting at most a few hundred persons, and constituting no problem for public solution except that of maintaining law and order, to which requirement it is easily conformable, regardless of what miscarriage of justice may ensue from the summary interference of the authorities. Instead, the strike of the present day is more likely to assume the proportions of a national, or even an international, concern, in which the entire membership of one or more great labor organizations is pitted against a corresponding combination of employers. Commonly, in such cases, the transportation, mining, or other primary industry is for the time suspended, with the result that numberless tributary interests are dislocated, while the public at large is made party to the original cause of disturbance.

Now, it is clear that in such a state of things any attempt at suppression must always be attended by the danger of converting an industrial, or passive, conflict into actual civil war. Public acquiescence in the use of the civic or military forces for the suppression of strikers is, and in all probability will continue to be, conditional upon the violation of law by the latter. But it must be admitted by those who have intelligently observed the development of the labor movement that the tendency toward violence decreases with the increase of the numbers involved, by the very fact that a proportionate degree of discipline is implied in the growth of organization.

While in its essence, as an active protest against injustice, the strike retains its original characteristics, in its inci-

dentals it is marked by decreasing individual hardship, and, consequently, decreasing individual propensity to act passion and blindness. Much of the suffering and much of the ignorance that distinguished the industrial conflicts of past times—the consequences of which are to be noted in those outbreaks of violence actuated by sheer anger and oblivious of the laws of cause and effect—are now obviated by the power of endurance afforded by ample relief funds and the confidence that results from a well-reasoned judgment of the conditions to be dealt with. In a word, the strike of today differs from that of the past in that it is an intellectual rather than a physical contest.

Under these circumstances, the use of force is unjustifiable by any theory of law, while, at the same time, it is precluded not only by every conception of justice, but also, and more effectually, by the patent danger ever attendant upon such method, that once invoked there may be no laying the power of arms aside of a convulsion in which other issues may arise to obscure and entrap the first verdict. A body of men numbering, perhaps, in the hundreds of thousands, may quit work and by so doing may materially affect the interests of countless other persons; but so long as the right of personal liberty, of which the right to quit work is merely a concrete expression, is recognized as a principle of the social compact, no governor or president can use the forces at his command in such manner as practically to abrogate that right without arousing a public temper which, although in some cases expended itself in verbal protest, is at all times pregnant with possibilities of much grave consequences.

Thus, both the extent and the conditions of the modern strike combine to form an issue in the study of which the profoundest minds have found their ingenuity at fault. That strikes recur, not with increasing frequency, at least with increasing force; that the difficulties in the way of settling, that is, of suppressing, them increase in proportion to the numbers involved; that the public becomes more and more involuntary sufferers, while their means of relief



through existing agencies are as surely becoming futile and obsolete; that, in a word, the public intelligence and the public conscience stand accused and helpless, bound to a creed of industrialism, the tenets of which are fast being superseded by the facts of progress—such are the conditions that await solution at the hands of some Perseus of constructive statesmanship.

At the present moment, the attention of publicists and economists is focused upon compulsory arbitration as the most promising method of superseding the strike. As most commonly understood, the plan of compulsory arbitration contemplates the establishment of industrial courts having powers analogous to those of the ordinary tribunals of law, but with the essential difference that their decisions shall be non-appealable. Upon request of either party to a disagreement, the opposing party, although desirous of contesting the issue upon its own resources, may be forced into court under the usual penalties of default. Thus, compulsion is two fold: it compels arbitration in the first instance, and it compels obedience to the findings of the arbitrators in the end.

In general, the conditions attending recourse to these industrial courts are:

1. Individual employees cannot in voke arbitration.
2. Employees can secure legal standing only through a trade-union. This, however, is a merely nominal stipulation, as a few men may organize for that purpose, irrespective of any previously existing organization among the greater number of employees in the same trade.
3. Trade-unions must be incorporated and registered for the purposes of the law.
4. The decisions of the arbitration courts are final and binding for specified periods, under penalty of fines upon the employees, collectively or individually.



5. No strike or lockout can be declared for the purpose of defeating a contemplated recourse to arbitration by either party.

6. When a strike or lockout occurs, the arbitration court may, at the request of either party and within a given time, order a return to work pending a formal trial of the dispute.

7. Employees cannot leave their unions during arbitration, or while a decision is in force, for the purpose of evading its terms, except upon giving three months' notice.

8. Employees may be discharged at any time for any reason other than that of defeating an award.

9. Rulings of the courts upon hours, wages, employment of trade-unionists, and other conditions of trade, although rendered at the instance of a single body, may be declared applicable to all employees within any given area.

10. Legal counsel is not allowable, except by consent of both parties.

11. The court of arbitration, at any time during the life of an award, reserves the right to adjudge obnoxious thereto any act of either party, although such act may not be expressly inhibited by the award, and may punish it by the usual proceedings of committal or attachment.

12. The awards of the courts cannot be set aside for any informality, or challenged, appealed against, reviewed, quashed, or called in question by any court of judicature on any account whatever.

13. The court of arbitration consists of three members, appointed by the governor, one of whom shall be recommended by the employers and one by the employees, while the third shall be a judge of the Supreme Court, who shall be the presiding officer.

Such are the salient features of the New Zealand Compulsory Arbitration Law, the model which is most generally referred to the consideration of American trade-unionists and legislators. It is claimed on behalf of this measure, which became law in 1895, that it has practically eliminated the strike from the industrial phenomena of that section of the antipodes; that its results have been uniformly favorable to the employe class; that it has minimized the evils of competition among employers; and that it has inaugurated a new regime in the relations between employer and employe, banishing distrust and discord, and inducing a recognition of mutual interest and a spirit of mutual confidence. To all of this the employers subscribe; and, although confessedly the losers in most of the cases decided, they join with their employes in acclaiming the Compulsory Arbitration Law the most beneficent enactment ever made in the field of economics.

It will be noted that the basis of this system is not the settlement, but the pre-

vention, of the strike, the compulsory submission of grievances to arbitration, the award of which may be enforced by such penalties as the arbitrators may deem appropriate—specifically by fines or generally by commitment for contempt. To the objection that this would, in event that the award were utterly repugnant to the employes, amount to involuntary servitude, the advocates of New Zealand law reply that such contingency may be obviated by the refusal of the employes to organize and register under the act. In a word, to remain free the workers must remain unorganized. It thus appears that, tested by the right of personal liberty—the right to quit work—compulsory arbitration is inconsistent with and, in fact, fatal to trade-unionism. But the case presented is not one that relates merely to the question as to which of these fundamental rights shall be surrendered. The right to organize and the right to quit work are correlative. One of them cannot exist in practical force and effect without the other. Consequently, the establishment of compulsory arbitration would work a virtual negation of all the real liberties now possessed by the individual.

Possibly, this statement of the problem when presented to a mind trained to conceptions of a political state in which no account is taken of human liberty—in which the basis of government consists in the assumption by one class of proprietary rights in the labor of another and the recognition by the latter of the obligation of servitude—may seem somewhat irrelevant. To the working class accustomed to this view of men's relations, the right of personal liberty suggests nothing more than an abstraction, at best. Consequently, the preservation of that right, even where it exists in practice and by virtue of usage, cannot be expected to weigh against the advantages to be secured by any system which, in however small degree, lessens the burden of a lot otherwise without amelioration. Where no right of refusal to work is claimed by a people as inherent in the governmental system, there can be no sacrifice of principle, though there may be a serious misjudgment of policy in the adoption of compulsory arbitration. In such case the effect would be simply to give definite





expression to an established theory of the relation between master and servant.

It is not without interest, if only as a deductive proof of the reasoning upon which alone compulsory arbitration can be justified, that the birth-place of that system is, of all English-speaking countries, precisely the one in which the force of circumstances—location, inherited institutions, and the predominating characteristics of its inhabitants—naturally limits sentiment on the labor question within lines of regulation in the highest degree liberal, but yet essentially restrictive of individual liberty. The same rule is observable in the character of the objections raised in certain quarters, as, for instance in Great Britain, where much stress is laid upon the composition of the arbitration courts and other purely incidental features of the system.

The organization of the workers in trade-unions is, in reality, not merely a means of securing those material objects in which for the time it may seem to be absorbed, but rather an ethical movement co-ordinate with those other forces of nature and adaptation which make for the advancement of society as a whole. In view of those who best appreciate the spirit of the movement, the trade-union is the germ from which alone a just and rational system of national association can be possibly evolved. As the fittest, and, in fact, the only adequate, means of giving expression to the claims of labor, more especially as the great moral element in the growth of the race, the existence of the trade union is an indispensable condition to the establishment of a system of government which shall rest, practically as well as the-

oretically, upon the rights and duties of labor, rather than upon the assumption of caste and wealth. In this view of the trade-union's function it is of the utmost importance that no step be taken which, even though it may promise temporary advantage to the immediate objects of the workers, would destroy or vitiate a pre-existing right necessary to the attainment of the ultimate ends of organization.

To the average American mind at all conversant with the genius and history of the United States Government, a mere statement of the potentialities inherent in the right of personal liberty may seem a needless insistence upon self-evident fact. Nevertheless, it is in the American trade-union councils that we must seek the broadest understanding and the most practical application of this right. Here we find the right of personal liberty defined as the "right to quit work." This definition meets all the requirements of the term, that it is really the only definition that expresses the practical essence of the thought, will be seen at a glance. Men's labor power being his only natural means of subsistence, it follows that any interference with the exercise of that power must correspondingly militate against his chances of living. In principle it makes no difference whether such interference consists in the denial or the enforcement of labor, since both are equally an interference with the free operation of a function co-existent with life itself. The man who is forced to labor against his will is no whit more free, in respect to his capacity for self-government, than he who is forced to accept employment upon any terms as a necessity to mere existence. In both cases the negation of personal liberty is consummated in the loss of freedom in the exercise of that power which is necessary to life, and, consequently, to the purposes of living.

Upon this understanding of the principles involved in the practice of compulsory arbitration, the American Federation of Labor has, on different occasions, formally declared against that method as inimical to the purposes of the trade-union and inconsistent with free government. The British Trade-Union Congress, held

in September of the past year, and representing nearly a million and a quarter organized workers, declared against compulsory arbitration by a vote of nearly four to one.

Speaking particularly of the American attitude on this question, it is held that any plan which prohibits recourse to strike, when all other efforts at adjustment fail, must by that fact destroy power necessary to the efficiency of trade-union. Organization among workers, while tending to lessen the number of strikes by preventing or remedying those grievances which inevitably induce strikes, is possible only where the power to strike is held in reserve. Indeed, compulsory arbitration as practiced in New Zealand makes the trade-union superfluous for all real good. Under that law, seven men or women workers, organized and registered in the prescribed manner, can accomplish as much, in the final event, as any greater number. An organization of a thousand workers exercise a proportionate influence upon the conditions of their calling, provided always that they retain the power to enforce their demands by refusing to work until these are granted. The power of united numbers, consistent as it does in the power corresponding to affect production, becomes nil when power to cease producing is lost.

Two important conclusions seem clearly established upon these grounds: First, that compulsory arbitration and trade-unionism are irreconcilable, for the reason that, while both are ostensibly designed to accomplish the same purpose, they conflict in method; the former premised upon the power and authority of the state, and the latter upon the power and prerogative of the individual. Second, that as concerns personal liberty the institutions stand in opposite bearing, one as superseding, the other as conserving and enlarging, that principle of government. In the judgment of the American trade-unionists, therefore, there can be no choice between compulsory arbitration, which by enforcing peace in all circumstances, would undoubtedly suppress progress in certain events; and trade-unionism, which, although perhaps less potent in preventing open strife, is still a great instrument of peace and, at

same time, a safeguard in the untrammelled use of these functions upon which the workers depend for ultimate advancement in social and political, as well as in industrial, affairs.

It is hardly necessary to say that the opposition of the American and British trade-unions to compulsory arbitration by no means argues a disposition on their part to deny the importance of peaceful methods in the settlement of disputes. Arbitration, in its proper sense, as the mutual submission to a disinterested party, is, perhaps, the most frequently invoked of all the media by which the trade-union seeks to achieve its ends. The evidence of this is to be found in the numerous conciliation and arbitration boards existing in Great Britain and the United States. Practically, the affairs of such industries as mining, engineering, boot and shoe making, iron working, tin-plate making and glass blowing, in both countries, are now adjusted by the representatives of employer and employe, meeting at stated periods, or whenever occasion requires. While the number of such boards is smaller in the United States than in Great Britain, the tendency in our own country to adopt the plan of formal recognition and agreement is no less general. The initiative thus taken by the private interests involved finds its reflex in the establishment by the state legislatures of public boards of arbitration and the passage of acts providing for the appointment of arbitrators in special cases. Within the last fifteen years twenty-two states in the union have adopted such measures.

Looking abroad, we find the same sentiment crystallized in the labor laws of Great Britain, France, Belgium, Switzerland, Germany and Austria. As between the public and private systems of arbitration, and between the systems of the respective countries, important differences in the composition of the boards

and their methods of procedure will of course appear. But, as far as classification is possible in a matter so obviously liable to be affected by the conditions prevailing in each locality, it may be said that the private arbitration system of Great Britain and that of the United States differ mainly in that the former stipulates a monetary penalty for violation of the findings, while the latter stipulates for no more than a pledge of honor. As regards the public boards in these countries, both are composed of men from civil life, to the exclusion of judges and other members of the government personnel. The distinguishing feature of the arbitration courts of continental Europe is their analogy to the ordinary courts of law; the civil arbitrators being presided over by a judge, and the cases heard being mainly concerned with questions of law, such as the relations of master and servant, sanitation, employer's liability, etc.

In neither of these measures is the feature of compulsion stipulated in the matter of those acts of the parties concerning which the general law itself provides no restraint, such as the act of an employer in locking out his employes, or the act of the latter in walking out. Curiously enough, the only instance in which compulsory service is required as a condition of arbitration is contained in the United States law, enacted in 1898, providing for arbitration in disputes between railroad companies and their employes. This measure requires that employes shall not, by reason of dissatisfaction with the award of the arbitrators, leave the service of the road within three months from the date of the decision, without giving thirty days' notice of their intention to quit. This condition is, in the opinion of many men widely experienced in the operation of labor laws, equivalent to the enforcement of involuntary servitude for that term.

[TO BE CONCLUDED IN JULY ISSUE.]



# BARNEY'S REDEMPTION.

[National Labor Tribune.]

Within six hours after the new general manager issued his famous "dry" order it was the most discussed subject on the division. The first thing the men had to decide was why it had been issued, and the reasons they advanced were almost as varied as the men themselves. Some claimed that it was because he had lost the contract for carrying the Consolidated Brewing Company's Kansas and Iowa shipments; others asserted just as positively that it was because he would not believe the "fog" explanation for the head-end wreck, in which two of the largest compounds on the system had been put out of service, while the balance contented themselves with sarcastic illusions to the "prohibition tendencies" and his "devotion to principle." But on one point they all seemed to agree, and that was that it was entirely too severe.

"To think," said Barney MacDonald, as he stood in the midst of a group of engineers and firemen just outside the roundhouse office, "we are not even to be allowed to go into a saloon. I wonder where he thinks we intend to get our checks cashed. May be he intends to furnish a traveling identifier so as to enable us to walk into a bank like respectable people and have some snipe of a clerk ask us to swear that we are the person named on the check. No, sir," he continued emphatically, drawing himself up to the full height of his six feet four, "not if I know myself. I've had my checks cashed in saloons for the last twenty years, and I've never been drunk yet, and I'll do it again, too, if I feel like it, orders or no orders."

And the first wave of excitement had passed, and the obnoxious order had been accepted as a fact, speculation became rife as to who would be the first victim, for it was a generally accepted fact that at least the first offender would get short shrift for the sake of example. For the next week or two, therefore, everybody was particularly careful as to where his inclinations led him, and if there was any imbibing it was done so much on the quiet

that not a soul could swear as to having "seen" anything.

The first pay day, however, saw Barney true to his threat. With his check in his hand he walked straight from the pay car to the nearest saloon, called up the house and defiantly threw down the piece of paper with the order to "take it out of that." That the local officials took no notice of this was probably due to the fact that they knew he was only bluffing, although it might have been better if they had not, for with him it was the beginning of the old, old story. Flattery was finally the means of his undoing. The admiration of his companions, either real or pretended, for the boldness he displayed, soon had its effect. Such remarks as, "you're too good a man, Barney; they can't afford to lose you," turned his head. From a steady and reliable workman he became, first careless and then reckless.

Nor was this the worst. To every man who openly admired his nerve or praised him for "holding onto his rights," he considered himself in duty bound to show his daring until it came to a point where he never made a trip without taking a drink. Some of the cooler headed ones soon saw how things were going, and tried to drop a word or two in his ear, but he quickly advised them to take as good care of their own business as they did of other people's and then see how much better off they would be. It came at last, however. After an unusually lively afternoon he started out on 23 as usual, but he had gone beyond his limit, and the motion of the engine soon got in its work.

When he ran the Rock Island crossing the fireman began to suspect what was wrong and decided to keep an eye on him, but when he tried to make the stop at O——, and came to a standstill at the pump house about two and a half miles down in the hollow, the entire crew knew that the jig was up. The conductor was compelled to report the occurrence, the investigation was held the next day, and, as the trainmen put it, "old Barney got his six months twice a year."

a short time Barney and his family moved to N——, a town about seventy miles out from headquarters, where his wife's folks lived. Here he made his livelihood as best he could, driving a team, working on the streets or doing anything of the line of odd jobs that he was able to pick up. He made no effort to get back on the road, not even to the extent of circulating a petition for reinstatement. He realized that he had made a mistake and was honest enough to accept the full limit of his punishment, even to the extent of giving up from the depot as much as was possible in order to avoid meeting the men who went through on the trains. But his love for the old life still continued. Twenty years of continuous service on the road fits a man into a groove from which he finds it impossible to extract himself. He talked but little about railroad matters, but every item was as eagerly devoured and every change as readily noted as though he were still in service.

When the news reached N—— that the Chicago packers were going to make a test between his old road and the Midland to decide who should get the Chicago shipments, he was among the first to hear it;

and no one wished more sincerely that the old road would win. It was to be a great test. Ten cars of meat, all loaded in the new make of refrigerators, were to be delivered to each road at the western terminus, and whoever landed them in Chicago first was to get the contract for the next three years. The rivalry between the two roads had always been of the fiercest sort. This was due to the fact that as they lay so close together it was no trouble for shippers to transfer their goods from one to the other road, and the constant tuck scramble for the local business kept all the division points at a fever pitch.

Barney figured it the chances in the coming test were about even. Taken together, the Midland had perhaps a few more miles of track, but it had more men. On the western division it had the advantage, but on the eastern division it was the other way. The real test would come over the middle division, and whoever got into headquarters first would undoubtedly win the race.

As the appointed day drew near Barney's interest increased to such an extent that he decided to overcome his scruples for once and go down to the depot with the crowd. That the racing train would not stop he was certain, for he knew that these "clear track" orders respect nothing but water tanks and coal chutes, with perhaps an occasional railroad crossing, and as the town possessed none of these, his only satisfaction would be a glimpse of yellow paint as the refrigerators passed by; but he considered this much worth the effort.

When he reached the platform, which was already well filled with people, he found them all discussing the one subject. Men who had never set foot in an engine cab were busily engaged showing just how the Midland was going to get beaten, while an equal number of others, possessed of an equal amount of knowledge, were showing how it was impossible. Some were betting on the time that would be made, others on the amount of meat carried, and still others were telling just how much the lucky road would clear on the contract in the next three years.

Barney took no part in any of the discussions, but stood quietly at one edge of the crowd waiting patiently for the first sound of the train's approach. In a short time his trained ear detected the unmistakable rumble and soon a thin column of smoke appeared far down the track, and in another moment the whistle sounded. As the train came up by the lower switch he could see that steam was shut off with the evident intention of stopping. "That's queer," he remarked to himself, as he took a step or two nearer the track. "I wonder what's wrong."

The crowd, too, had noticed by this time that something was the matter. Men made a wild endeavor to reach the agent's window, just as the train came to a standstill, with the engine even with the depot. It took but a moment for them to learn what was wrong. The engineer, overcome with the heat and the strain of the excitement, had given out and was unable to go any farther.

The conductor held a hurried consultation with the agent. "I'm afraid the



contract's lost," he said gloomily. "They told us when we took water at P—— that we were just about even, but here we are, laid out and not an engineer within forty miles. I'd run her myself if I thought I could make it, but I guess you might as well tell headquarters we've lost the heat."

But the agent, whose eyes had been wandering over the crowd while the conductor was talking, suddenly caught sight of Barney and replied quickly, "There's Barney McDonald; why not give him a chance. He used to be able to turn them fast enough." The conductor glanced in Barney's direction. "It's worth the try," he said.

It took him but a moment to call Barney to the engine. The conductor hurriedly explained the situation, winding up by saying, "Now get up there and take the train in. I'll be responsible for everything, but I'll guarantee you that you never need worry if you take the train in on time."

Barney's railroad training came to the front in an instant. He knew there was no time for haggling or explanation. He merely said, "All right, I'll do it," and swung himself up in the cab. A gleam of his old time spirit came to his eye as his feet touched the deck, and it was with almost childish eagerness that he picked up an oil can, jumped down and began to "oil" 'round. He hurried from one side to the other, feeling her boxes, touching up her links, dropping a splash or two on her guides, and in an instant was back in the cab and they were started. "She's a bird," he remarked to himself as they began to leave the town behind them, "and brand new. Her drivers must be at least seven feet high and that tank holds over 4,000 gallons. We've lost 12 minutes," he continued, as he hooked her up an notch and gave her a little more steam, "but unless I'm mistaken, this is just the sort of a mill that will make it up. We've got coal enough, and we've only one stop to make for water. It's a good 70 miles, but an hour and a half ought to get us there easy."

That he had forgotten nothing of his former skill was soon evident from the way the train was handled. He knew

every foot of the road from one end of the division to the other, and as each familiar landmark was reached and passed, his every move clearly showed that he was still the Barney of old. The curves were approached with just enough caution to keep her inside the limit, the hollows were gauged to a nicety, she was held up at just the proper instant on the falls and dropped to her place at the right spot on the hills, until her speed became something terrific. The fence seemed to be vanishing into the earth, the telegraph poles went by like wisps of straw, the trees that lined the right of way blended together until they resembled a moving sheet shaken by the wind, an occasional horse or cow flashed by like so many dancing dots on a moving screen, and one town after another was reached and passed like pictures on a revolving panorama. But on the engine there was little opportunity to put in any time admiring the scenery. The fireman kept his place in the middle of the deck and only let go of the shovel long enough to shake a grate or work an injector. The brakeman—for once without kicking—was cracking coal for mile after mile without so much as looking up; and as for Barney, he simply sat tight, one hand on the throttle, the other fingering the brake valve, and his eyes glued to the strips of steel that seemed to be hurled at him like two streaks of gray colored lightning.

"We ought to catch sight of them at B——," he remarked as he looked at his watch, "they'll have to stop there for water, too, and it's whoever gets away from there first that wins out. At this rate we'll have that twelve minutes made up by that time, and if they don't get their water first our chances are as good as theirs."

But as they approached the town of B—— things looked black for their chances. The town was in the midst of a level stretch where the two roads ran parallel, and in sight of one another for more than two miles. The two water tanks were scarcely more than one hundred feet apart. As Barney's engine came into the town limits he could see the Midland standing at the water tank, the fireman up on the back of the engine



nk, with his hands on the spout, ready to throw it free the instant the tank was full.

For one instant Barney hesitated, then ran off to make the stop. "Only twenty minutes in," he muttered, "and this stop means ten minutes. I guess we're up a lee." But the next instant he turned to the fireman for the first time since they had started.

"Hey, Billy," he called out sharply, "run back and see how much water we've got." Billy needed no second bidding, he grabbed the broom on the instant, ran back over the coal, jerked off the manhole plate, reached down and touched the bottom of the tank with the end of the broom handle, and then, holding it up so that Barney could see how much of it was wet, he called out:

"Only about thirteen inches. We'll never be able to make it with that."

But Barney appeared to be satisfied, for he turned around, gave the throttle a jerk that brought an angry snort from the engine, and in another moment they had passed the water tank and were flying on through the town, leaving the midland crew gaping at them in open-mouth astonishment.

"How in the h—" began the fireman, as he got back to the deck, but Barney interrupted him with, "Here, take her a minute and don't ease her up, either. We've got one chance, and only one, and we're going to take it."

As he stepped down from the seat he picked up the coal order book, scribbled hurriedly in it for a moment with the stub of a pencil he found in it, tore out the page and handed it to the fireman with the remark, "Drop that to the operator at H." Then he turned, picked up the end gate and coal pick and started back over the coal.

Still at a loss to account for his movements, the fireman glanced at the message he held in his hands, but it brought no light to his mind. All he could make out was, "Wire headquarters to have the south yard section gang on the lookout for fire on the track, and have the ice-house track clear, ready to load a ton or two when we get in." He was enough of a railroad man, however, to know how to obey orders, and in far less time than

it takes to tell it, he had folded the paper, weighted it with a small chunk of coal and turned to watch Barney.

As the engineer reached the back end of the tank, he jerked the lid off the manhole and then took the end gate and slipped the upper cross bar over the brake rod on the first car, in such a manner as to allow the bottom edge to be directly over the manhole. This done, he picked up the coal pick, took a firm grip on the brake rod, braced his foot for an instant on the end gate, and swung himself up on the roof of the car. In another moment Billy understood at least a part of the message. He was going to get a water supply from the ice boxes in the refrigerator.

Entirely unassisted and with only the coal pick for an ice hook, Barney hauled up the big two-hundred pound cakes out of the ice box, ran them along the running board till they reached the end of the car, then gave them a lick or two with the pick and down slid the pieces into the tank. Although they were running fifty miles an hour, he worked just as though they were standing still. Not a lick was missed and not a cake got away from him. When the box at one end of the car was emptied he ran to the other end, and began on the second one. When that was emptied he climbed down upon the tank, took off the end gate, dropped the lid over the manhole and came back into the cab.

"Now shut off your overflow," he said, as the fireman yielded up his seat. "Throw your tank valve over and open your injector throttle. We've got to get steam enough into the tank to melt that ice. I put in fifteen cakes. They're good for twenty gallons apiece. I guess that will let us in. In fact it's got to," he continued as he glanced at the steam gauge, "for we can't spare steam enough to melt any more."

From then on not a word was said. Barney took his place on the seat box, the firemen kept his eye on the water glass, and the brakeman looked after the coal. The steam soon melted the ice and the water ran as free as ever. Mile after mile rolled by.

The last twenty miles were soon reduced to fifteen. The train's speed never slackened for an instant. Fourteen miles—thir-

teen. They were using lots of water, but the injector still worked smoothly.

Twelve—eleven—ten. It was beginning to suck a little. Nine—eight. It was hard work now to get it to take hold. Seven—six. Billy put it on this time as they started down "Middleman's Drop," and when about half way down it broke with a roar he knew there was not another drop of water in the tank. The glass was a little more than three-quarters full and five pounds to go.

Barney sat his teeth together a little closer as the space at the top of the recording glass began to lengthen. Two-thirds over; three miles to go yet.

Half full—three inches. The steam was beginning to tell. A look of despair began to settle on the fireman's face, but Barney only gripped the throttle a little tighter, and leaned a little farther forward. Two inches—one and a half. Only one inch left, and they were still two miles out. How long would the boiler stand it without bursting? The fireman began to wonder how it would feel to be suddenly lifted clear off the right of way, and the brakeman started to edge toward the gangway. In another moment the water was out of sight in the bottom of the glass.

Even Barney could now feel the cold sweat start out all over him.

"Turn your grates, Billy," he shouted, "drop your fire in the ash pan and shake it out on the track."

Billy understood the other part of the telegraph message now, and he went to

work with a will. In a few seconds there was nothing visible in the bottom of the firebox but the slowly cooling grates and prongs. A mile and a half yet. The steam gauge was beginning to quiver. A few rods farther and it had gone back five pounds.

At the mile they were down to nine pounds. At the half only forty, at the quarter they had scarcely twenty-five pounds. But the momentum of the train was enough. In another moment they were in the yards and the race was won.

They needed a switch engine to set the train on the siding, but as they saw the new crew take charge, the fresh engine coupled on, the ice boxes refilled and the train started for Chicago fully five minutes before the Midland whistled for town, they did not mind being dragged around as a "cripple" and they immediately set to work to see how much damage had been done.

"Never even bulged the crown sheet," said the boiler maker whom Barney persuaded to examine the engine's interior. "It took the lead pretty well out of the soft plug, but it won't take long to fix that. I don't think the boss'll say anything about it."

The general manager didn't say much either. There was no gold watch presentation, no eulogies were offered and no speeches made, but Barney McDonald pulls the fast mail today over the middle division and obeys orders strictly. He considers that "dry" order one of the best ever issued.



## INTERESTING INFORMATION.

The suggestion for a floating exposition to enable American manufacturers and exporters to exhibit their goods at the doors of the people to whom they desire to sell them, recently made by the Chief of the Bureau of Statistics of the Treasury department, is resulting in much discussion of the subject not only throughout the United States but in other parts of the world. Letters are being received from various countries in Europe and elsewhere making inquiries regarding the proposed enterprise and

many inquiries from manufacturers and merchants in the United States desiring to participate in an undertaking of this character.

The proposition as originally presented in the National Geographic Magazine and before the National Board of Trade by the Chief of the Bureau of Statistics suggests that it would be much easier to induce those whom we would make our customers to examine our goods if carried to their doors, than if the goods were set up in an exposition in the mi-

dle of the United States and the world invited across the oceans to examine them, and that greater proportionate results in the enlargement of our foreign commerce would accrue from investments in exhibitions carried to the doors of the would-be customers rather than large expenditures in creating sufficiently great attractions to bring the would-be customers to our own doors. To this end it was suggested that an exposition association might be formed by manufacturers and exporters which could create a guarantee fund which would entitle the subscribers to proportionate amount of space in the vessel or vessels carrying the exhibit; this exhibit when completed to pass from port to port along the coast of South America, thence to the principal cities of Asia, Oceanica, Africa and Europe and thence returning to the United States, occupying perhaps two years in the trip and visiting the the principal cities and countries of the world.

This suggestion by the Chief of the Bureau of Statistics has been followed by the announcement that a floating exhibition to visit the cities bordering upon the Gulf of Mexico and Caribbean Sea has been organized at Buffalo and will be made ready during the summer and leave in the autumn of the present year for that field, and a number of other enterprises of this character have been suggested.

The latest practical bit of information on this subject, and one which will interest all those who have given the matter serious attention, has just reached the Bureau of Statistics in a statement published in the "Monitour Officiel du Commerce," Paris, on March 28th, regarding a floating exposition, recently organized in Hamburg, Germany, as follows:

The earliest exhibition of this kind was organized about two years ago, and it must be said that the results of the enterprise were in excess of the most sanguine expectations. Total value of transactions, 22,000,000 marks (\$5,236,000) at a cost of about 300,000 marks, or about \$100,000. The details of operation are stated by the correspondent as follows:

The syndicate addresses to manufacturing and commercial firms circulars explaining the purpose of the exhibition and terms of participation. As soon as the

number of would-be participants is large enough to permit the loading of a vessel, the exhibitors send their samples to the port of departure. These samples are then mounted and exhibited on board the vessel, especially fitted for this purpose.

Alongside of each exhibit there is an advertisement giving prices and terms of sale. Sales agents representing either the syndicate or the individual exhibitors furnish all desired information to the visitors at the various ports where the vessel stops. These sales agents are chosen from among the young men as well as the young women graduated from commercial schools and speaking at least two languages. Interpreters are hired on the spot in each country of a new language. The sales agents, besides seeing visitors aboard the ship, visit also with their samples the towns in the interior of the country. In such manner the cost of transportation is greatly reduced.

The exhibitors pay to the syndicate a commission to be deducted from the realized sales and in proportion to the value of the product. In addition to this commission the participants pay a proportionate share of the cost of charging and loading the vessel and the general expenditure of the undertaking, such as the hire of clerks, interpreters, etc.

The report concludes with the expression of the hope that French commercial circles would appreciate this novel idea and try to achieve even more splendid results.

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The record of exportation of manufactures from the United States in the fiscal year which ends ninety days hence, is not likely to equal that of the preceding fiscal year, for three quite apparent reasons: 1. The exporters engaged in commerce with the Hawaiian Islands are now refusing to furnish to the Bureau of Statistics the statements of their exports as in former years, holding that their exports are no longer "foreign commerce" and that therefore the Bureau has no authority to require the usual statements which the law authorizes with reference to commerce between the United States and foreign countries. 2. The exports to Porto Rico are now separately classified and no longer included in the general statement of foreign commerce. 3. The exports to China have temporarily fallen off one-half by reason of the unsettled conditions in that country.

The total exports to the Hawaiian Islands in the fiscal year 1900, were 13½

million dollars, and to Porto Rico, over 4½ millions, a total of more than 18 million dollars. The shipments to Porto Rico in the present fiscal year, show a large increase over last year, and presumably those to Hawaii have also increased; but as neither of these is included in the export figures of our foreign commerce, it is apparent that more than twenty million dollars of actual shipments from our ports in the fiscal year 1901 will not be included in the general statement of exports to foreign countries. When to this is added the further fact that the exports to China, which in the last fiscal year were over \$15,000,000 in value, have been temporarily cut down one-half, it is apparent that the year's figures of exports to foreign countries will not furnish a fair or just basis for comparison or for measurement of the general growth of our export trade.

The total exports for the eight months ending with February, 1901, show an increase of more than \$95,000,000 over last year, but those of manufactures alone show but a slight increase, and there is reason to believe that the recorded total of manufactures for the full fiscal year will, for the above stated reasons, fall somewhat below that of the preceding year. This is due to the fact that a large proportion of our exports to Hawaii, Porto Rico and China, are manufactures, and that the apparent reduction, for the reasons above explained, in the Hawaiian and Porto Rican figures and the real reduction in the exports to China by reason of temporary conditions, therefore relates almost exclusively to the class of exports designated as manufactures. Another condition which has a tendency to reduce the total value of exports of manufactures, is found in the fact that prices of manufactured articles in many cases have fallen because of the reduction in the cost of the raw material from which they were produced, and that the exportation of an equal or even greater quantity supplies a smaller figure in the statement of values by which the export movement is necessarily measured.

It is quite probable, in view of the facts above outlined, that the record of exports of domestic manufactures in the fiscal year 1901 may show an apparent reduction, though the fact that more than \$20,000,000 worth of actual shipments from our ports which were formerly counted as foreign commerce, no longer appear in the statements, will account for the reduction which will thus be more apparent than real.

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The United States now stands at the head of the world's exporting nations. The complete figures for the calendar year 1900 when compared with those of other nations show that our exports of domestic products are greater than those of any other country. The total exports of domestic merchandise from the United States in the calendar year 1900 were \$1,453,013,659, those from the United Kingdom, which has heretofore led in the race for this distinction, were \$1,418,348,000 and those from Germany, \$1,050,611,000.

Additional interest is given to the high rank which the United States now holds as an exporting nation by the fact that a quarter of a century ago she stood fourth in that list. In 1875 the domestic exports of the United States were \$497,263,737; those of Germany \$607,096,000; those of France, \$747,489,000, and those of the United Kingdom, \$1,087,497,000. Today the United States stands at the head of the list, the United Kingdom second, Germany third and France fourth, with the figures as follows: United States, \$1,453,013,659; United Kingdom, \$1,418,348,000; Germany, \$1,050,611,000; France, \$787,060,000. All these figures, it should be remembered, relate to the exports of domestic products. Thus in the quarter-century, the United States has increased her exports from \$497,263,737 to \$1,453,013,659, or 192 per cent; Germany, from \$607,096,000 to \$1,050,611,000, or 73 per cent; the United Kingdom, from \$1,087,497,000 to \$1,418,348,000, or 34 per cent, and France from \$747,489,000 to \$787,060,000, or 5 per cent.



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## THE TWENTY-EIGHTH GRAND DIVISION.

The twenty-eighth session of the Grand Division convened at St. Paul on Tuesday, May 14, at 1 o'clock, with 365 delegates present out of the entire number, (410), entitled to representation. Many familiar faces graced not only the floor, but the galleries as well. The auditorium in which the sessions were held, was commodious enough to accommodate the delegates without crowding and in the galleries space was at a discount, for there was at no time a sufficient number at any session to fill one per cent of the seating capacity. An active interest was manifest in the proceedings of the Grand Division from the beginning, and the apparent zeal and interest displayed gave evidence of careful thought on the part of many in the matters contained in the reports of our Grand Officers.

The social features of these occasions are a pleasant relaxation after a toilsome session, and it is superfluous to add that each number in the entertainment program was more keenly relished than the one just preceding it.

The arrival of the New Orleans special with six cars and 120 passengers, and the Chicago special of twelve cars and 181 passengers, and the Macon special of six cars and 120 passengers, added to the throng that had already arrived by different routes, and the greetings given and hearty hand shakes formed a most enjoy-

able feature of the occasion. The entertainment of the first evening was the public reception given by Division 40 at the auditorium. The building was filled to its utmost capacity with a happy gathering of conductors and their wives and friends. The number who attended this occasion is estimated at 4,000 people. The building was decorated in the colors of the Order with our motto here and there surrounded by a wreath. The stage also gave evidence of much taste in the arrangement of its decorations and lent a pleasing sight to the multitude that had gathered there. The program included addresses of welcome by Gov. Van Sant and Mayor Smith, and responses by Grand Chief E. E. Clark and Grand President of the L. A. to O. R. C., Mrs. J. H. Moore. Brother M. N. Goss presided over the meeting.

The governor's address was along lines intended to please all and impress them of the heartiness of our welcome to the state of Minnesota. His humorous outbursts kept the assembly in constant good humor. His reference to travel and its comparative safety while in the hands of conductors of our railways, was a compliment deeply appreciated, and the high compliment paid our wives who constitute the Auxiliary, was similarly appreciated by all present. As an illustration of his confidence in the conductor, Gov.

Van Sant said: "I feel that my administration is perfectly safe, because I have chosen as members of my staff two of your Order."

Mayor Smith read a brief address of welcome, offering the freedom of the city to the conductors as long as they wished to remain.

Brother E. E. Clark then responded as follows:

"I shall claim your attention for a few minutes in referring briefly to the past history and accomplishments of our Order, its present standing and condition, and in turning with confidence and hope from the retrospective to a prospective view.

"Our past as a labor organization has been one continuous and never lagging effort to advance the interests, improve the conditions and elevate the standing of the railway conductors. On the whole, our efforts have been crowned with grand success. I do not mean by that that we have had our own way in all things or that we have been able to shape all matters to our taste. We find continually new conditions to deal with and new complications to face. We have, however, accomplished a grand and a great work in securing and maintaining higher rates of pay, shorter hours for a day's work, pay for extra service, more favorable and considerate rules of employment, more stability and security in positions, and in materially assisting in securing legislation effecting great reduction in the risks attendant upon the calling, and protecting the right of the employe to recover from the employer for personal injuries resulting from negligence of the employer, or from incompetency or carelessness of fellow employe.

"With the bonds of fraternity we have bound together 25,000 earnest, loyal, upright men, all working to one common good purpose. Fraternity means brotherly love. It means the essence of the Golden Rule. It is the hand-maiden of charity and is well entitled to go hand in hand with the three graces of which charity is pronounced the greatest. This fraternity leads our members to feel a deep interest in the welfare of the loved ones dependent upon their Brothers, and through the Insurance Department of our

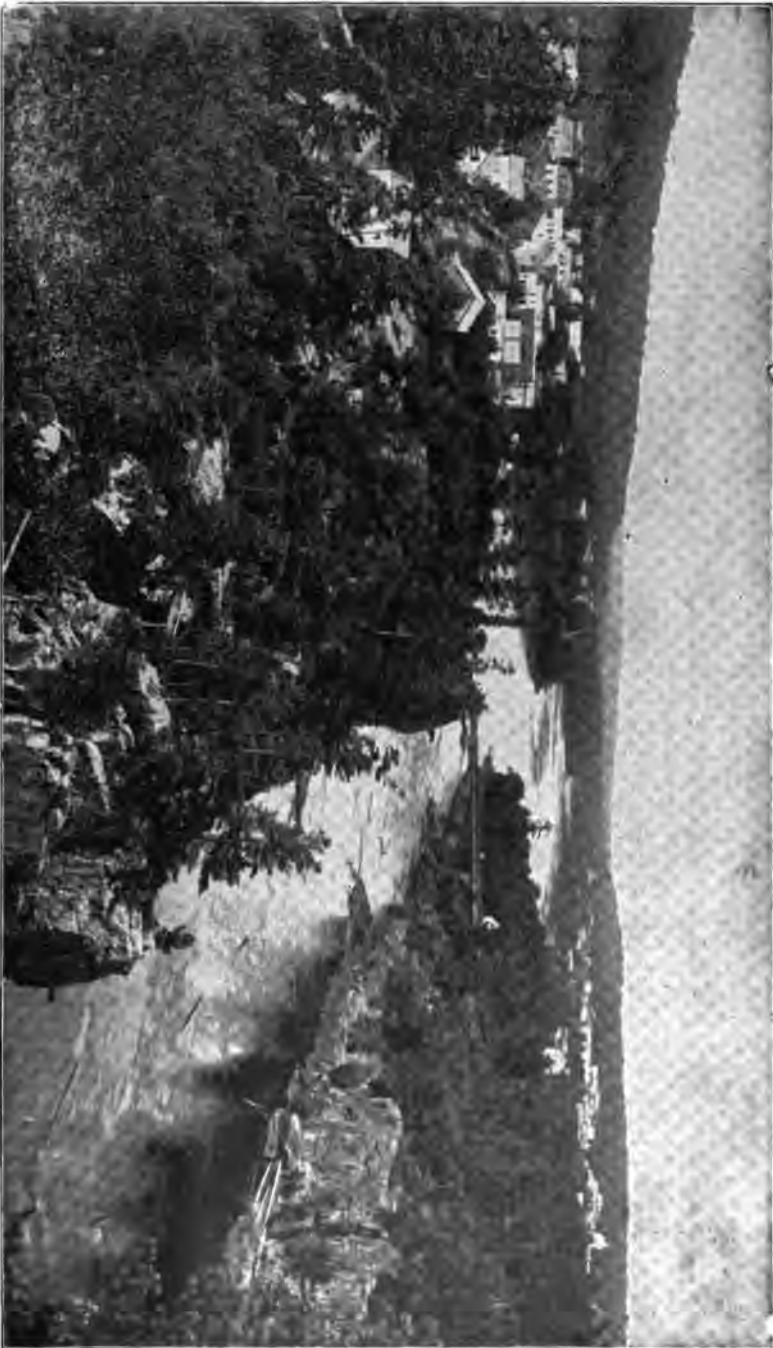
Order, four and one-half millions of dollars have been paid in by our members and paid out to the families of deceased members and to disabled members. This magnificent showing does not exhaust the fraternal interest in each other, for many of our local Divisions maintain local sick, accident and funeral benefit funds.

"The past of our Order is a glorious one, and its influence has been for good in all things, not only to its membership but to the world. As we look over the past, we are able to clearly see the influences which have operated to make our present condition what it is.

"Of our present I will say: Our record in the labor world is an open book. Our Order stands today in the foremost rank of effective, square dealing, businesslike labor organizations. We have the confidence of our members, the respect of our employers and of the public, and the friendship of our sister organizations. Our Order is in a more healthy and vigorous condition than ever before in its history. Its membership was never so large or so earnest. Its influence for good was never so strong.

"We look upon the relation between employer and employe as a business proposition, and we seek to deal with it on that basis. No appeal is made to prejudice. It is easy to declaim about the soullessness of corporate wealth and the grinding power of trusts but that does not solve the problem, nor does it point the way to a solution of it. Thorough organization among working men, carefully, honestly and judiciously managed, has been very effective in the past, is very effective today and will be equally effective in the future. No matter how thorough and far reaching the combination of capital may be, the logical way in which to combat its influence is by equally thorough and far reaching organization among the workers. There is nothing on earth more dependent upon another thing than capital is upon labor. Economic conditions will change. Individuals will prosper and will suffer by such changes, but the great majority will be able to protect their interests if they realize the efficient and potent power of thorough organization. We can have and will need some trusts of our own. First let us seek to





TAYLORS FALLS, MINN.

VIEW FROM A HIGH POINT BELOW THE ELBOW IN THE DALLIES, ON THE WISCONSIN SIDE.

Courtesy St. Paul & Duluth Railroad.

ST. CROIX FALLS, WIS.

make our Order a trust controlling a monopoly of the good and reliable railway conductors. Let us assist in making a similar trust of each of the sister organizations of railway employes in the branch of the service which they represent. Let us do our part toward effecting a combine of the trusts so formed which will be as strong as the aggregate strength of its component parts. Let us trust each other. Let us trust in our co-laborers. Let us trust in the manhood of modern civilization. Let us trust in God. And then, if we keep our powder dry, we need not fear the trusts.

"Much has been said from time to time of the peril which threatened labor organizations and laboring people from the attitude of the Federal Judiciary, which has been held to be a standing menace. Decisions have been made by Federal Judges which seemed to be unfair to the interests of the workers; but as the cause of liberty had its Kosciuszko, its Washington and its Lafayette, so the cause of justice and industrial freedom has its Caldwell, its Hallett, its Riner, its Harlan and its Woolson. It is not visionary to predict that the future will see labor organizations on equal terms with incorporated capital, legal entities in the courts of the land.

"And what of the future? The prospector for hidden minerals, seemingly tireless as the Wandering Jew, wanders over the rough, rugged and uninviting mountains whose barren and rocky surface seemingly gives no indication that hidden more or less securely within them lies untold wealth. Up and down aroya, gully, ravine and canon, and over foot hills, buttes and crags patiently plods the persevering prospector in search of the 'float' which betokens the precious hidden mineral. If he succeeds in finding that which he seeks, he leads many others to the enjoyment of prosperity, and adds to the wealth and prosperity of the world and the general welfare of the people.

"The future is an endless, unprospected, unexplored and undeveloped chain of mountains. Possibly their exterior seems barren and unpromising, but, secreted within their fastnesses lie fabulously rich deposits of benefit, and locked within

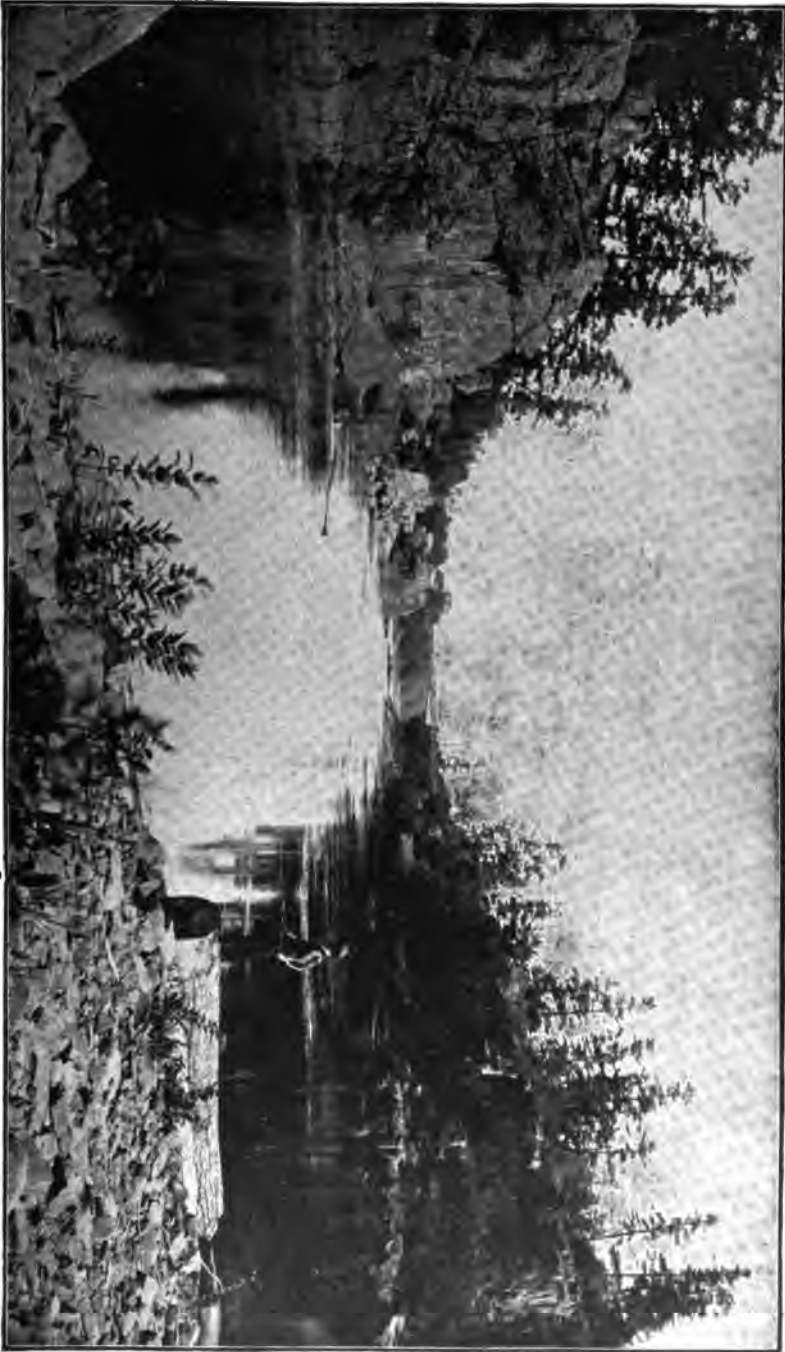
their vitals are stores which, when opened, will prove never failing founts of good to mankind. These treasures await the coming of the successful, persistent and aggressive prospector and developer. The future will yield up its golden stores to the brave, the bold, the patient, the persevering. As the miner bores into the very heart of the mountain for the mineral wealth, so we will bore into the future for the good which we know lies hidden therein. We will drive our drill of organization with the sledge of education and a reward for earnest, faithful labor, will wrest from the future the good we know she holds and which is legitimately the property of him who can work it out.

"Without laying aside and without surrendering the right to use the weapons which have so well served us in the past, we will lay firm hold upon all new, available and useful weapons for use in carving our way to success.

"The success achieved in the past has not been unaccompanied by temporary setbacks or defeats. Our cause would, however, be weak indeed and its champions unworthy if it were to be abandoned or deserted because misfortune overtook it.

"Civilized modern government in which we all believe and of which we are all proud is founded upon the principle of best serving the greatest number of the people. The government which is not founded upon that principle and which does not accomplish that purpose will be swept by the relentless arm of fate into the sea of oblivion which so peacefully hides countless dynasties which have perished from the earth because of their failure to contribute to the uplifting of humanity and to serve the interests of the people.

"Just so with organizations of working men. But if the time shall ever come when the organizations of railway employes, of which ours is one, shall be destroyed, Phoenix-like, there will rise from their ashes, new and stronger ones, full-fledged, and possessed of that indomitable spirit which is the pride of the labor world. Our organizations will not down; they are conceived in justice, born in equity and nursed upon the milk of independence."



LOOKING UP THE DALLAS-WISCONSIN TO THE RIGHT, MINNESOTA TO THE LEFT.

Courtesy St. Paul & Duluth Railroad.

Mrs. J. H. Moore, President of the L. A. to O. R. C., then addressed the assembly. Her delivery was excellent and the substance of her remarks touched a responsive chord in the feelings of every lady present. At the close, Mrs. Jerre Sullivan of the G. I. A. of the B. L. E., approached the stage and presented her with a set of souvenir spoons, with a touching and fitting tribute of the esteem in which she was held. This was responded to with that feeling that comes only from the heart.

Frank P. Sargent, Grand Master of the B. of L. F., then addressed the assembly in that characteristic vein of humor so common to him and kept his audience in a continuous roar of laughter. A varied program, musical and vaudeville, followed, which was appreciated by all, ending with a pow-wow that Chairman Goss had assured the assembly was a "dark brown secret." The curiosity of the members was kept at fever pitch until the rising curtain brought to view a band of Winnebago Indians who performed the several dances of their tribe for the entertainment of the visitors.

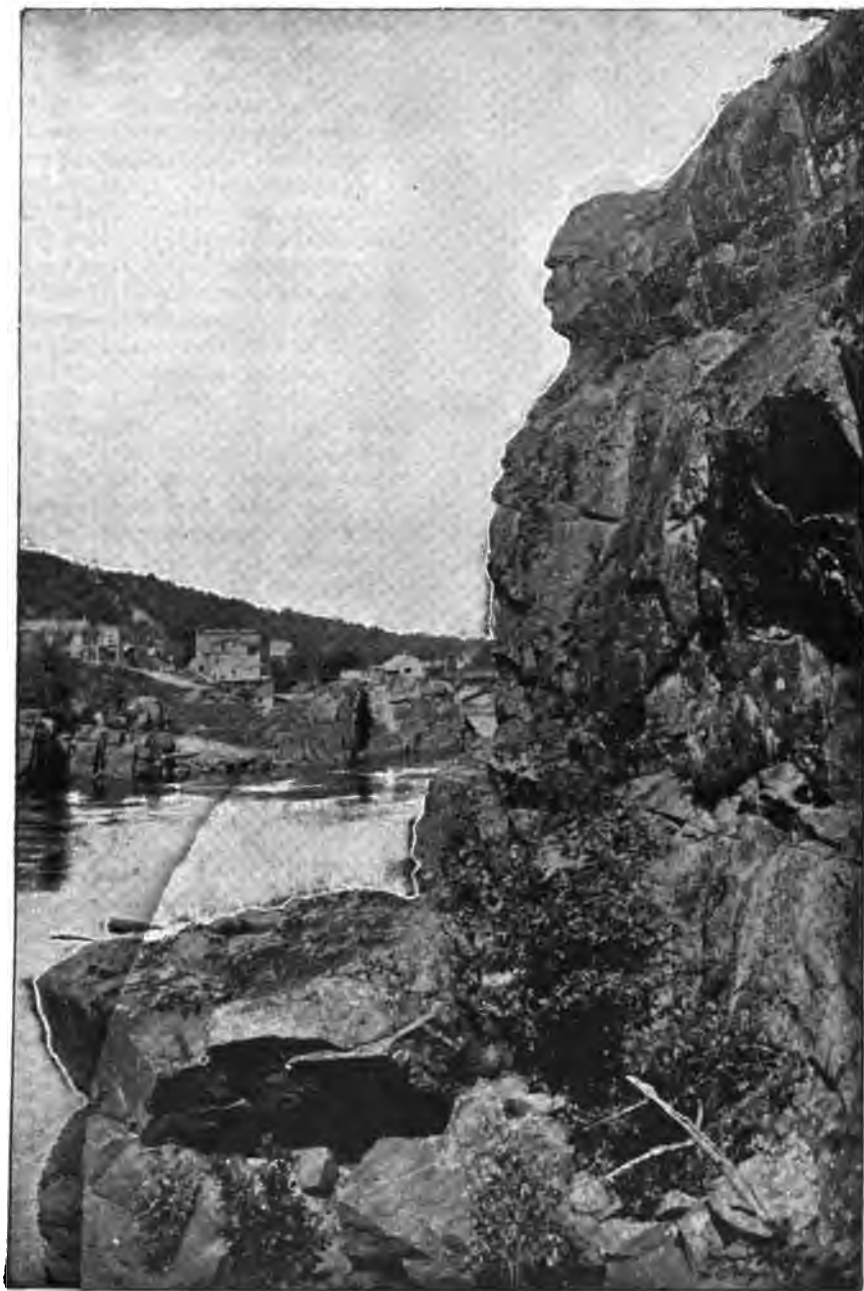
On the following day a trolley ride of six miles was given all to Fort Snelling. The route was most picturesque, especially at the bridge crossing the river, that winds its way between precipitous rocky sides that form its bank for miles. The visitors thronged the grounds of the fort and were delighted with the field tactics executed by several squads of soldiers located there. The return was equally enjoyable, for it presented new attractions not included in the above. From the fort the party went to the Indian mounds and there many beheld for the first time those relics which possess interesting historic lore and about which so much has been said.

On Wednesday evening promenade concerts were given at the Ryan and the Merchant's hotels. All were enjoyably entertained and a profusion of ferns and flowers seemed to present a paradise to the aesthetic mind. The same evening those of our members who were nobles of the Mystic Shrine, attended an initiation of thirty-four candidates and a banquet, for which a musical program had been

arranged. A number of addresses and responses formed a pleasing part of this program and among which was that of Gov. Van Sant, D. G. Stamm and M. J. Land. On Thursday, the members of the Order and their families enjoyed the hospitality of the Brotherhood of Locomotive Engineers of St. Paul who placed two river steamers at their disposal and conveyed the happy throng to Fort Snelling by way of the river. This trip was greatly enjoyed and included many features never enjoyed before by many on board. The natural scenery along the banks between the cliffs created no end of interest to those on board, while a brass band enlivened the occasion by presenting a fine repertoire. On arrival at Fort Snelling the happy throng disembarked and followed the rocky pathway that led to the summit overlooking the river. Then following our guides who pull the throttle we were piloted to a beautiful spot beneath the trees where a bounteous luncheon was spread and there partook of a repast that left no doubt in the minds of our hosts that we appreciated their efforts in this connection as well as their efforts to make our reception otherwise enjoyable. The boat's whistle came too soon and all regretted that our visit among them was one only of hours instead of days.

A most complete surprise was arranged in the parlors of Hotel Ryan in the evening. As Associate Editor W. D. Anderson, came from dinner, he was conducted to the parlors where he was presented with an elegant cut glass service, a token of esteem of the Lake Shore & Michigan Southern conductors. The presentation speech was made by Brother W. J. Lacey of Division 1, and the flowery rhetoric in which he expressed the sentiments of the donors, was a gem of words that were admired by all who filled the parlors to witness the presentation.

In the same evening the visitors were entertained at the Auditorium by a program bearing the headlines on its face, "The O. R. C. Minstrels," and consisting of fifteen numbers. The appreciation of this event was very marked and all joined in voting St. Paul the peer of hosts. The talent presented, while including only



**SENTINEL, OR OLD MAN OF THE DALLES.**

**Courtesy St. Paul & Duluth Railroad.**

local talent, was of that order that is of the highest and was keenly appreciated and generously applauded by all.

The entertainment for Friday was a trolley ride from St. Paul through Minneapolis to Lake Harriet. This trip was one of unusual attraction and was one of varied interest from the beginning. A stop was made at the University of Minnesota and visitors were conducted to the assembly room of that institution where Dr. Northrup addressed them upon the history of the University of Minnesota. His address was pleasing and instructive, interspersed with humorous flashes that held his audience in rapt attention. Among other things that he said, was: "These gatherings, including as they do the representatives of so vast a territory, are making a great people of us. They are indicative of good fellowship whose influences extend to the cities of the community generally. We are glad to welcome you among us and would like to keep you here. We cannot conceive of any person after having lived here wanting to live any place else." The trip was resumed and the visitors were next landed at Lake Harriet. Here they were conducted to a spacious building upon the banks of that beautiful lake and seated in the auditorium, whose every side was open and from whence a most excellent view presented not only the sparkling waters of the lake, but its picturesque borders as well. The delegates were each presented with a beautifully illustrated book here, a souvenir of Division 117. The program on this occasion was a speech of welcome by Mayor Ames, whose flashes of wit and laughable expressions kept the visitors in a constant roar of laughter. Mayor Ames in his efforts to impress upon those present the freedom of the city that he wished them to enjoy expressed himself thus: "We want you feel that our city is yours to do with as you wish. If you see anything you want take it along. Pluck flowers any place you find them, even from our ladies' hats." The cordiality of such a greeting was not misunderstood and his speech was encoored with that will that spoke the appreciation of all present. At the close of his address he presented to Brother Wilkins the keys of the city and

bade us to take away anything we wished. Brother Wilkins responded in his usual characteristic manner, accepting the hospitality so generously offered by Mayor Ames. He gave an interesting account of the Order and its progress and alluded to the Mayor's kind offer to pluck flowers wherever we saw them, as appreciating the fullness of the spirit in which the offer was made, but expressing the hope that nothing would be found missing on our departure and that they would have no cause to regret our visit to this beautiful city, but give as warm a welcome to us when we came again.

After a short address from the Chairman of the Commercial Club of Minneapolis the visitors returned to Minneapolis where they inspected the mammoth mills which make that city famous. The falls and water power, by which the mammoth concerns are run, was greatly enjoyed by all present. Through the courtesy of the mill people one mill was set apart especially for the inspection of the visitors. Its enormous output could hardly be conceived by those who viewed the fine machinery by which the grain is converted into flour.

An enjoyable entertainment was held at the West Hotel by the Auxiliary the afternoon and many will have cause to long remember the reception accorded them by the ladies of Flour City Division.

In the evening occurred the event of the convention—the regular bi-ennial ball—that is the social feature of these enjoyable occasions which is looked forward to with so much eagerness. Brothers Clark, Garretson and Maxwell led the grand march followed by an innumerable throng. If there lacked any one thing that was necessary to complete the list of enjoyments it was found within the labyrinth of palms and flowers, amusements, music and happy faces that beamed to the enjoyment they felt.

A most enjoyable occasion was the carriage and trolley ride given the ladies Saturday morning. A seemingly endless line of conveyances drew up before Horace Ryan and received their fair passengers who were driven about the city and given every opportunity to enjoy the beautiful city of parks.



## THE RAILWAY CONDUCTOR.

Those who participated in the trip given by Division 40 on Sunday will never tire of praising that magnificent trip. Three trains were necessary to transport the people from St. Paul to St. Croix, a distance of 60 miles. The first train were 10 cars; the second, 12 cars, and in the third, 14 cars, which proved to be ample to seat every person.

The train left over the M., St. P. & S. S. M., traversing a most picturesque country and delighting all on board with the beauty of nature's handiwork. The merry visitors who alighted at the station, St. Croix Falls, wended their way along shady paths and to the springs of purest water that bubbled forth from rocky crevices here and there, to the little villa at Taylors Falls, where a lunch had been prepared. All formality was here laid aside and like a happy family they carried their plates beneath the cool shade and there in true picnic style partook of their repast, while gazing at the most sublime sight that ever greeted the eyes of hundreds of those present. The St. Croix river rushing through the canon that rose on either side at dizzy heights presented a most magnificent spectacle and hundreds of amateur photographers were busy with cameras securing impressions of those glorious sights. Standing at the wharf

were two steamboats with barges attached ready to convey the crowd down the river to Stillwater where they were to take the train for St. Paul on their return. During the layover of two hours at Taylors Falls hundreds gazed over the vast area of rocks gazing their eyes upon the grandest sights they had ever witnessed. The apertures as illustrated herein were numerous, and many a visitor shrank back as he peered down into their black depths. As the feet of the visitors became weary from traveling the bare rocks that produced no vegetation except the towering ferns that thrived with the little nourish-



WELL OR POT HOLE.

Courtesy St. Paul and Duluth Railroad.

ment they could draw from the crevices between the rocks where they found root, they began to wind their way by means of natural stairways that nature had generously provided, to the wharf. The time was most industriously employed by all until the hour for departure arrived. An excellent band enlivened all with many selections from an up-to-date repertoire, furnishing music to the many who wished to dance, and when the merry crowd cast off lines there were many who regretted to leave behind so beautiful a sight. The trip down the Dalles was glorious, to say the least. A faint idea, only, can be had of its beauties by the illustrations herewith.

Nature evidently had been in her wild-est mood, and the perpendicular cliffs, whose faces stood out boldly from the water's edge, running up to dizzy heights, resembled to some extent the canons of the Gila, and its beauties were gazed upon and gave rise to numerous exclamations of delight as some new beauty presented itself to the eye.

With the arrival at Stillwater where the party disembarked, there was a sigh of regret at leaving behind those sublime sights which many had witnessed for the first time in life and which would, perhaps, be never visited again by them. The first train over the Omaha bearing the party made a record of seventy miles an hour, landing the party in time for supper at St. Paul. No incident occurred to mar the pleasures of the day and many voices went up in words of praise for those whose united efforts contributed so completely to their enjoyment.

On Monday the Brotherhood of Locomotive firemen gave a reception to the members of the Order and their families, which for pure hospitality and earnest endeavor to please was not excelled during our stay. There was no conceivable desire left ungratified that the brothers of our sister organization did not gratify if within their power. The steamer Columbia with a large barge attached left the wharf laden with a merry crowd hungering for further sight of the beauties of nature that abound along the banks of the Mississippi. This trip was down the Mississippi to Lake St. Croix and Prescott, with a stop in each direction at Hastings. Music by the band enlivened the occasion during the entire trip and as the party proceeded down the river, new beauties of nature presented themselves until the enraptured crowd could only exclaim, "Oh, how grand!" Every courtesy and consideration possible was shown the party, and the royal reception accorded us earned for them our sincere gratitude and highest praise. An excellent lunch was served upon the boat by the wives of our Brothers who juggle the dusky diamonds, and the well perfected plans by which all were "warmed and filled," won for them the admiration and praise of all the party. At a "free stand" soft drinks and cigars

were bounteously distributed among the thirsty dancers who tripped the "light fantastic" to the harmonious strains of an orchestra and to the "wall flowers" who sought the shady decks to smoke and think. Second Vice Grand Master, Chas. Wilson, was among the number and his presence and example seemed to be contagious, for jollity and mirth was everywhere. But like all good things it had its end, and when the wharf again was reached at the end of our trip, congratulations, kind expressions and compliments testified to the heartiness of the appreciation of those who had partaken of the hospitalities of our Brother firemen and welded another link in the chain of love and esteem that is binding them to us as Brothers, dear as our own.

Tuesday was the day set apart for the disciples of Isaac Walton and according to all signs of wind and weather the day was perfect. Arrangements had been made giving the visitors opportunity of visiting any of the four great lakes in the vicinity of St. Paul whose clear waters abounded in the choicest of fish. White Bear reached by electric lines or Northern Pacific, affords one of the beautiful spots that attract hundreds of visitors. This lake is ten miles long by five miles wide. Lake Chasago, while smaller, loses none of its interest to the fisherman who loves the sport of landing a gamey fish. This lake is four miles long by two miles broad and is also reached by the Northern Pacific. Lake Minatunka while the largest also surpasses the others in point of scenery. Only the true disciple of Isaac Walton could close his eyes to the beauties of his surroundings and devote his mind and thought to the bobbing cork dancing on the ripples of that beautiful sheet of water. This lake is fifteen miles long by five miles broad and is one of the chief attractions to those loving recreation and rest. It is reached by the Great Northern and is easy of access to the many who visit its shores annually. Bass Lake while least of all in size has also its attractions and was made a part of the immense programme to give pleasure to the guests of the 28th Grand Division. It abounds in that gamey fish for which it is named and those who visited its pretty

shores can testify to many "strikes" that wearied their arms in landing a good sized catch.

After each day's business theatres and other places of interest claimed the time of many delegates and visitors who could not give their attendance to the outing parties. Parties of both delegates and visitors with their wives and sweethearts enjoyed cycling about the city whose broad lawns and stately homes in the residence portion of the city, presented a most pleasing picture to the eye. Ordinances affecting the riding of bicycles in certain localities were ignored and St. Paul capitulated in every quarter not only in words but in deed as well, thus proving that the hospitality they extended to us and the freedom of the city that had been accorded by its mayor, was indeed intended to apply as coming from the heart rather than arising out of a line of formality.

A very pleasant surprise was perpetrated upon Brother M. N. Goss, Chairman of the Executive Committee, and Brother J. D. Condit, Chairman of the Transportation Committee. They were called to the rostrum of the Grand Division and in a few well chosen words Brother Clark presented Brother Goss with a magnificent gold watch, and Brother Condit with a beautiful diamond stud, a token of the appreciation and esteem of the officers and members of the twenty-eighth Grand Division.

Their appreciation of these presents was most forcefully expressed by the emotion shown and the loss of words to respond farther than the simple utterance "thank you."

Thursday found the business of the Grand Division upon its last order, and the programme exhausted so far as scheduled entertainment for the visitors was concerned. Our welcome, however, showed no signs of diminution but on the other hand, increased in fervor thereby further cementing the friendly ties that

linger with us through life as our brightest memories.

The last two days were darkened by lowering clouds and pattering raindrops that seemed to come as a token of sorrow and regret from nature herself at our departure. Her sunshine during our entire visit followed us wherever we went, smiling upon us in gladness, until she reposed behind the western hills at night leaving her promise behind written in a radiant horizon that she would greet us with another glorious day on the morrow. If she hid her smiles upon our departure it seemed in keeping with that sadness exhibited everywhere and her raindrops that fell upon us like tears seemed expressive of sadness and regret, that all felt alike, who learned to love that grand old state which afforded us so much pleasure—Minnesota.

"Those who live in Minnesota when the leaves are growing here,

When the hues of earth are changing and the nights are cool and clear,

Think that they are living somewhere near the gates of paradise.

For they fancy they can see them through the open northern skies.

"It is when the air is quiet and the twinkle of the stars

Has its brilliancy dimmed a trifle when St. Peter drops the bars:

For the bars are shining silver, with a glint of virgin gold,

And they fall to earth, revealing all the upper wealth untold.

"There are waves of light descending, as they did once, long ago,

When the shepherds lay half blinded by a new star's sudden glow,

And we like to think that angels have come down to see us, as when

They proclaimed the child of Mary and their pledge of peace to men.

"Now and then the bars of silver seem like Jacob's ladder, too;

With the topmost round in heaven and star-beams shining through,

And 'tis said that all the babies born up here on autumn nights

Find their way adown the staircase made of silvery northern lights."



### KIDNAPPING NOT A CRIME.

The reward offered for the capture of the Cudahy kidnapers has made Crow hunters out of hundreds of citizens and brought up for liberal discussion the subject of kidnapping all over the country. There is perhaps no parent but will agree that it is a crime and should be upon the statutes of every state, prescribing a severe penalty for same; still, it seems that the law has no power to control if we are to believe the decision of Judge Munger, based upon the statutes as they exist.

One, Earnest J. Walter, recently sent a letter to Senator Kearns of Utah, threatening to kidnap his son if \$5,000 was not given him. The attorneys for the defendant contended that there is no such crime as kidnapping under the United States law, and that the letter received by the plaintiff did not show that there was a scheme to defraud. The court sustained

the demurrer and threw the case over court. So far as we are able to discern this lets the bars down so that all legitimately engage in carrying off people's children and keep them until ransom shall be paid that is decided by the kidnapper as sufficiently large to reimburse him for the transaction. Inconvenience he has undergone in taking hold of this "preferred stock."

We have nothing to criticise in Judge Munger's decision. We believe that he has rendered it in strict accordance with the law so far as it may be said to rest upon an act of this nature, but it certainly opens to view a broad gap through which criminals may escape from legal punishment when they swoop down upon a happy family in the midst of civilization like a band of Indians, and bear away a large number of their number to be held as a hostage for ransom.



### A NATIONAL COMMITTEE ON CONCILIATION AND ARBITRATION.

The Joint Committee on Conciliation and Arbitration of the National Civic Federation, at a meeting held in New York City, May 7, 1901, adopted the appended report. The purposes announced are of the best. The efforts of the committee should make for peace in the industrial world, for they realize that the workers are entitled to full consideration and that their cause has in it as many elements of justice as has the cause of employing capital. Arbitration will finally be generally adopted as a means of settling industrial disputes, not through compulsion, not through legislation alone, but through the demands of public sentiment. The employees have always been more ready and willing to accept arbitration than have the employers. When the public sentiment has grown strong enough neither employer or employee will be willing or able to stand against it. The report of the committee follows:

#### PURPOSE.

The National Committee on Conciliation and Arbitration created at a convention held in the city of Chicago, Decem-

ber, 1900, under the auspices of the National Civic Federation and clothed with authority by that convention, to organize, formulate policies and measures, and to enter into active service in the cause of peace and harmony in the industrial world, realizing that the prosperity of our nation depends upon the steady and profitable employment of the people, that when the workers are idle capital is idle and the interests of employer and employe are alike imperiled, hereby announces and declares its purpose to be the prevention of those most threatening of all industrial disturbances, the strike and the lock-out.

#### SCOPE.

The scope or field of work of the National Committee on Conciliation and Arbitration is briefly defined as follows:

1. To form in the public mind the correct opinion as to industrial disturbances; first, that industrial disturbances in the nature of strikes or lock-outs should be avoided. Second, that the only reliable method of avoiding industrial disturbances is through full and free conference between employers and workmen, with the avowed purpose of re-

agreement as to terms of employment. Trade agreements between employers and workmen established for a definite period have so fully demonstrated their great value in maintaining industrial peace that they should be generally adopted. Third, under conditions existing at present and as they are likely to be in the future, organizations are needed for comprehensive and sympathetic consideration of these vexatious questions involved in the industrial relations of employers and workmen, are most valuable and important and, where possible, should be utilized, but, in any event, the true and safe way is comprehended in conciliation and agreement between employers and workmen covering the whole constituency as possible. And, fourth, that the surest way to keep organizations of employers and workmen free from interference and injurious action is through co-operation and the highest education and respect which will inevitably follow.

To establish and maintain a Board or Commission composed of the most competent persons possible, selected from employers and employees of judgment, experience and reliability, which shall be charged with the above enumerated duties, and shall also be expected to make known to employers and employees that their mutual aid will be available in securing that conciliation, mutual understanding and agreement already indicated as the general purpose of this National Committee on Conciliation and Arbitration.

#### METHOD.

The general method of operation may be outlined, specific measures will have to be determined from time to time as study, investigation and experience may show cause.

The committee will secure the fullest possible information as to methods and measures of arbitration in vogue throughout the world; it will put itself into communication with all representative bodies of workmen and employers, inform them of its purpose, offer its services and seek their co-operation, advice and will if possible, asking particularly of general organizations that whenever specific questions are arising where



EAGLE POINT, NEAR OSCEOLA MILLS, WIS.

Courtesy St. Paul & Duluth Railroad.

there is no established method of joint consideration and settlement existing, that the National Committee be informed in order that it may use its influence before trouble occurs. This method to be extended to local organizations when the committee may find itself sufficiently equipped so to do.

The committee will adopt such measures as may seem feasible to disseminate through the general newspaper press, through magazines, periodicals and special pamphlets, the results of its investigations together with its recommendations and suggestions.

The committee may enlarge its membership so as to include such leaders of industry and labor and such representatives of the general public as it may deem necessary to effectively extend the scope of its usefulness.

The committee will select from its members an executive committee of fifteen

in which will be invested power to equip and direct such working organization as in its judgment will be necessary.

The committee shall appoint a finance committee to secure sufficient funds to put the organization upon a firm basis and to enable it to carry out the work on the lines indicated.



### STANDARD BOX CARS RECOMMENDED.

The American Railway Association has under consideration a recommendation from one of its committees on a "standard box car." It will come up for final adoption at their October meeting. It reads thus:

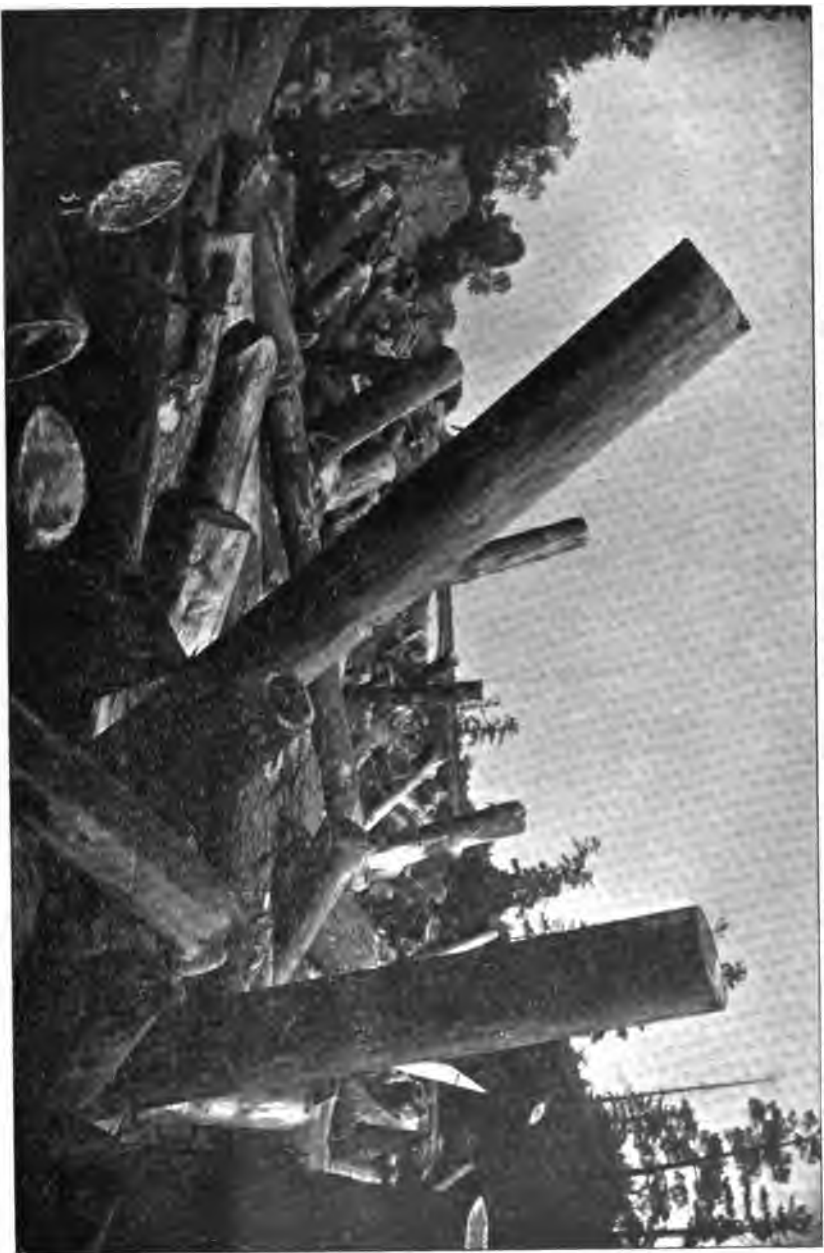
The committee recommends as the standard car one 36 feet in length, 8 feet 6 inches in width and 7 feet 6 inches in height, all inside dimensions, with a cross-sectional area of 63.75 square feet and a capacity of 2,295 cubic feet; that the inside length be stenciled prominently upon the sides of the cars and that this car be a unit upon which the classification minimums shall be based.

That the height and the width be as great as are permitted by the physical limitations of the important railroad clearances and the present established height of loading platforms; that the length be determined by economy in construction, maintenance and operation and the requirements of economical stowage. Your committee further believes that the traffic rules governing the use of the standard car should be so framed as to provide that there be no pecuniary advantage to any interest arising from the use of cars larger or smaller than the unit car; that a premium be placed upon a compact and economical stowage; that unnecessary movement and detention of cars be avoided; that the clerical work demanded be not excessive, and that the railroad be sustained in the control of its equipment. The committee further recommends that the premium for each article taking a carload rate be adjusted to the unit to hold that commodity under conditions of most economical packing either from weight or dimension limitations without increasing the charge to the shipper; that to conserve cars 34 feet in length the minimum demand for their use approximates nearly their capacity, and that for each article it be fixed at the

capacity of a car 34 feet long, 8 feet 6 inches wide and 7 feet 6 inches high, to hold the article; that for cars shorter than 34 feet the minimum be that of the 34 foot car, thus making them relatively economical to the shipper with the anticipation that they will eventually disappear and while in service be used for the transportation of heavy articles; that for cars longer than 36 feet the minimum increase at a ratio in excess of the increase in length of cars, making it relatively economical to the shipper to use cars of abnormal length.

Now, while they are attempting to standardize the dimensions of their cars, why not go one step further and recommend a standard letter and figure for the initial and number and place the same upon the sides of cars in a "standard position." The inconvenience of taking numbers under ordinary yard conditions is bad enough, to say nothing of the errors that arise out of the irregularity of position in which they come in taking the numbers of a train. Some railroads place their numbers above the door and are so high that it is almost impossible to decipher them; other roads use a very small figure and have adopted a place peculiar to their own ideas for its location. All these things are conducive to error and their consequent embarrassments which should be guarded against. The standardizing of size of letters and initials, and the position they shall occupy does not mean one cent of additional expense to the railway companies, while it does mean a big saving of time and numerous errors among those whose duty it is to take train records.





Courtesy St. Paul & Duluth Railroad.

LOG JAM IN THE DALLIES.

From Photo by Sargeant.

## THE GREATEST GOOD A SAFE RULE TO FOLLOW.

Without doubt many Divisions have already heard the reports of their delegates and have expressed opinions either for or against some or all of the matters legislated upon. It is also probable that individual members outside of the Division rooms are even now busy discussing the questions that were passed upon by that grand body and are offering their suggestions and criticisms freely.

The object that should be kept in mind at all times by our delegates, and which seemed apparent at all times during the twenty-eighth session of the Grand Division, is to do the greatest good for the greatest number. It is true that in working to this end there sometimes appears in the exercise of this principle a seeming injustice to some Brother, some Division or some section in the community, but we should bear in mind that these hardships where they may fall are sacrifices that must be made for the common good and herein applies that duty to be governed by the will of a lawfully constituted majority.

Too frequently misunderstandings arise out of the interpretation of some law enacted or through statements made by delegates who fail to show all of the reasons leading up to the adoption of certain measures, that leave in the minds of their constituents a prejudice that breeds discontent. No delegate has fully performed his duty until he has satisfied those he represents with every reason leading up to the passage of every act of our Grand Division. The issues that come before that Grand body are becoming of more interest each year, and as this interest increases the demand from those represented will be for a more concise report of the proceedings, and especially of those influences that were brought to bear upon subjects of vital interest to them as individuals.

We are of the opinion that the twenty-eighth session was the most fruitful in many respects of any session ever held. It established a basis for the protection of the old and indigent that was necessary, to meet in competition a scheme by some of our railroads that if not met by

us with a similar or better proposition must in the end choke the vitality and power of every branch of railroad organized labor. Those who are far sighted enough to see beyond the glamour of the promises held forth in the schemes held out to induce our members to accept a small gratuity and thus become charges dependent upon the same and later to be used as clubs to beat the brains out of those struggling beneath them for existence, will agree that the amounts imposed upon them by the laws enacted at St. Paul are nil as compared to the conditions that will some day arise when the full force of being dependent breaks upon them.

There is no good reason to assume that the deliberations of our grand body should not be as profound, as far-reaching in every particular as relates to our welfare, as the deliberations of any other body, corporate or otherwise. It would therefore seem to appeal to the individual members of our organization to be governed by the result of these deliberations, instead of taking a superficial view of present conditions and criticising from that standpoint. There is a future to be considered. A good rule to follow before taking a "snap-shot judgment" is to adopt the old saying that gave birth to Davy Crockett's motto: "Let's see where that will land us." After Davy saw where he would land he knew he was right, and went ahead. We believe our delegates acted wisely. We believe that conditions both present and prospective were unfolded and that their decisions were based upon that good, sound judgment that when fully developed will show the wisdom of the course they took. It would be next to impossible to bring out every line of argument in support of the propositions that were adopted at St. Paul unless the entire proceedings were read, which would consume much time of our local Divisions, still a concise statement bearing out the principal reasons for same could not help but convince the most ardent kicker that the greater part at least was done for his ultimate good.

prestige we enjoy has been gained by the individual effort of the members by the efforts of our Grand Officers, work upon lines intended to elevate craft wherever the influences of the extend. That these lines lead to peace and harmony no one can deny, nothing can appeal any stronger to me who would continue in this channel the results that have come to us by following the course that has been free from rocks and shoals upon which so many have foundered.

some of the propositions seem drastic

and are accepted as a hardship by some of our members, remember that

"There is a divinity that shapes our ends,  
Rough hew them as we will."

and in the wisdom of the Grand Division there existed a necessity for drastic action, if such it can be considered, in order to conserve our interests as conductors.

We firmly believe that a hearty co-operation on the part of every member to support and maintain these laws will demonstrate the wisdom of every act legislated and bring returns to us within the next decade that will prove of inestimable value to us.



## A BROAD FIELD FOR MISSIONARY WORK.

The condition of the poorer class of the north is being discussed quite freely by northern educators and economists who see the consequences of raising children in ignorance. While we fully appreciate all the evils that may arise out of the condition of affairs we have withheld from offering an opinion because of our hesitancy to judge of those conditions affecting as they are by location, living expenses and environments that have been acceptable to the people of that community as generally satisfactory.

What may appeal to the working people of the north as necessary to their happiness and comfort and which in reality does form the basis for their worth as citizens, is not appreciated by the average poor laborer of the south. In a recent conversation with a representative of the Carolinas he said that the value of education is not appreciated by the common laborer of the south. His ambition was not to give his son or daughter an education but to put them to work at some age as soon as they develop an earning power. If the subject of education was instilled in the minds of the children with the same earnestness that they are taught to look forward to begin manual work, there would be a marked change throughout the south in the condition of her poor classes. In suggesting a remedy he said that it must be as slow a process as the migration of a new species in the lower orders unless a spirit of rivalry or com-

petition could be started in every community by educating one or more of their number and placing them in lucrative positions thus showing the contrast between wages paid the educated laborer and the ignorant laborer.

A further exhibition of the condition of the southern laborer is well worded by William E. Curtis in the Record-Herald. He says:

Outside the cities there is very little organized labor in the south. The American Federation, under the energetic leadership of President Gompers, has been at work for several years teaching the operatives of the mills the advantages of organization, and reports great progress, but down here people tell me that there are no unions except in Columbia, Augusta, Atlanta, Charlotte and some of the other large towns. The managers are resisting the organization of their employes and are exercising all the influence they can to make the unions unpopular. Not long ago in Charlotte all operatives belonging to the unions were discharged, and a strike was threatened, but a compromise was reached. In the employment of new labor I understand that in most of the mills the superintendents are instructed not to take on operatives who belong to labor organizations. In the smaller mills there are no unions. The operatives are prejudiced against them.

Among the other advantages that the cotton manufactures of the south enjoy over those of the north are lower taxes, cheap fuel, low wages, the absence of labor laws and the restrictive force of organized labor and they propose to retain them as long as they can. The average rate of taxation in Massachusetts on factory

property is 23 mills on the dollar; in the south it is 5 mills. Fire wood can be had in abundance, delivered at the factory for \$1 a cord, and coal costs \$3 a ton. In some of the mills the operatives work twelve hours, in nearly all of them eleven hours, and the wage scales are much lower for the same work than in the north, although the southern operatives are not yet so skillful, and cannot produce as much as those of the north.

Children of all ages are employed without restriction, during the school season as well as during vacation. There are no laws concerning ventilation or other sanitary conditions. The operatives are subject entirely to the tender mercies of their superintendents and are compelled to accept their terms or quit. If they adopt the latter alternative they find it difficult to get employment elsewhere. There is no blacklist, but before taking on an inexperienced hand a superintendent will make a thorough investigation of his or her record.

As a rule, however, the operatives are well treated and make no complaint. They earn more money, their work is lighter, their hours are shorter, and they have more comfortable homes than their fathers and mothers, and their own until they came into the mills. The factories are generally constructed on modern sanitary methods and are situated in healthful locations, so that the employes do not suffer on that account. Most of the new mills are models of construction and equipment. The use of electricity in manufacturing is much more general than in the north. The mills are usually situated outside of the towns, or in the country, with long rows of neat cottages for the employes, much more comfortable than the average habitation of the poor white class of the south. The rents are low, and are deducted from their wages, and payment in store orders is common. In many of the factories the operatives are compelled to do their trading at the company's stores, but there is no complaint. They are economical, frugal and save their money. They do not crave luxuries, either in the way of food, dress or furniture. Neither the women nor the men have ever dreamed of the pleasures and privileges commonly enjoyed by the factory people of New England. Their lives are dull and serious; they are not within reach of theaters; buggy riding and excursions are unknown; ribbons and gloves are no temptation, and the wardrobes of the women are generally limited to a couple of cheap calico home-made gowns, and a woolen skirt and shirt waist for Sunday.

There is no system of inspection or legislation for factories in the south. The mill owners have thus far succeeded in preventing all official interference with their affairs, and the operatives have so little political pull that they would be

powerless to obtain it even if they desired protection. There is, however, a determined movement on the part of the benevolent people of the cities, assisted by the few labor organizations, to abolish child labor, and bills are regularly introduced at every session of the legislatures of Georgia, North and South Carolina prohibiting the employment of children under 12 years of age, and requiring attendance in school, but these measures have thus far received but little attention chiefly because the parents of the children are opposed to the law, and several enterprises in every legislative district would be affected. If it is not a cotton mill, is a canning factory, or a peach orchard or a berry farm, or a peanut patch, in which children are employed, and their wages add considerably to the family income. The average "poor white" would consider it an outrage if the legislature should pass a law forbidding his child to earn money. Public sentiment outside the cities is decidedly against the reform, and will have to be educated up to it.

At the recent convention of the Episcopal church of the Georgia diocese Bishop Nelson preached a sermon on the subject which was distinguished by the vigor and directness in which he dealt with what he called "the degradation in which thousands of our fellow citizens are steeped by ignorance, self-content and absence of all the noblest ambition of civilization." This he declared was the result of the employment of child labor, the fault being that the legislatures, influenced by the power of the employe class, exercised in the usual way, are permitting chains of a thralldom worse than slavery to be riveted upon the coming generation." Said he: "The injury to the state is incalculable. The tendency results are a decadence that foils all attempts to reduce the illiteracy of the population, which is a standing rebuke and reproach to the people of Georgia, injures our repute among our sister states." The convention appointed a committee, of which Rev. C. B. Wilmer of Atlanta is chairman, to investigate the subject and to report to the next convention with recommendations.

In South Carolina the movement has been undertaken by the "King's Daughters," who are working in the churches and the Sunday schools, educating public opinion and appealing for the protection of the children of the state from a moral as well as a sanitary point of view.

There are now supposed to be at least 10,000 children under 10 years of age, probably 15,000 under 12 years of age employed in the mills of South Carolina, are earning 30 cents a day and upward, working eleven hours a day six days the week, without any of the privileges or pleasures of childhood, without education or recreation. The confinement

the mills dwarfs their stature and undermines their physical constitutions.

The census shows 1,340,000 population in South Carolina, against 1,151,149 ten years ago. The age statistics for 1900 are not yet ready, but in 1899 there were 501,393 children of school age in South Carolina, which is nearly 50 per cent of the population, and at that rate there should be at least 600,000 at present. The total enrollment, however, in all the schools, is only 281,891, less than half that number, and the average attendance is 201,295, about one-third of the children in the state. In 1890 there were 313,249 colored and 188,144 white children. This year there should be at least 360,000 colored and 230,000 whites, whereas there are only 155,602 colored children and 126,289 white children enrolled in the schools, and an average attendance of only 110,947 colored and 90,308 whites.

Thus it will be seen that at least one-half of the children of both races in South Carolina are growing up without any education whatever, and the larger number of those who are outside the schools are evidently not in the factories.

The school privileges of South Carolina are limited. The total expenditures last year for educational purposes were only \$896,830, or less than 75 cents per capita of the population. Of this \$693,807 was expended for the benefit of white children and \$203,033 for the benefit of colored children. At this rate it will be a long time before South Carolina is redeemed.

Most of the labor in the mills is taken from the neighborhood and from white American families—the "poor white" class. There are very few foreigners in the South. In South Carolina, by the last census, there were fewer than 500 persons of foreign birth, and in North Carolina a still smaller number. The operatives in the southern mills are a rugged, muscular race, accustomed to privation and hard work, and, being to the manor born, take a personal interest in the affairs of their employers. In many cases they are encouraged to save their wages and are allowed to share in the profits of the factory by purchasing stock. I have been told of two mills in which nearly every family employed is a stockholder.

Attempts to introduce negro labor in the factories have invariably failed. Neither the men nor the women will endure such employment and they are not skilled in handling machinery. Neither their mental nor physical qualities are adapted to factory work. It takes a much longer time to train them to handle a loom or a lot of spindles than it does a white person of the same age and educa-

tion. And when they have learned they are indifferent and careless and cannot be relied upon for punctual attendance. As a rule they quit work on pay day and do not come back to the factory until their money is exhausted. This is said to be the experience of every person who has tried colored labor in mechanical industries. Several factories have been started by colored men in which none but colored labor was employed, but I am told that every one was a failure.

We are here brought face to face with a proposition that demands a remedy, not only as affecting the people themselves, but as affects the whole community in which they reside. What Bishop Nelson says is true and no community can continue on such lines without a deteriorating effect upon all persons within that community; but where we find such ignorance prevailing that cannot or will not grasp the opportunities open to them to escape to better conditions, it is like opening the doors of a prison for them to escape and be met with the proposition that they are satisfied where they are. They represent in example the bird that has lived in confinement all its life; when allowed its freedom it does not understand that that freedom means the broad canopy of heaven, but hovers around the narrow confines that held it in bondage. So with our southern laborers; they have never tasted those comforts that lift the soul of man and give it a broader expanse; they hover around the narrow confines that have held them in bondage and reject the efforts we would make to enlighten them and lift the yoke off from the tender shoulders of their children whose intellects are being dwarfed by the burden they are called upon to bear.

The subject is one for serious consideration by those who love mankind and who seek to lift him to that higher plane that every American can claim as his birthright. It offers a broad field for missionary work for every class of philanthropists and he who succeeds in bringing order out of the present state of affairs must win the gratitude of hundreds of people who are now ignorant of their condition.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

Visiting the sick, caring for the needy, cultivating sisterly love are following Christ's teachings, and, Sisters, what a power for good we could be if we would make them the one ruling power of our Auxiliary work. Neither knowingly wrong a Sister or see one wronged. The Auxiliary work to O. R. C. has a good foundation, and if we will live up to the teachings inculcated by that Order we must succeed. I read nearly all the letters for THE CONDUCTOR. They seem very cheerful. It seems as a whole the work is progressing rapidly and well.

Our own Auxiliary has, by hard work, kept busy. On the 4th of March we gave a surprise to Chief Conductor H. S. Kinch and Sister Shorb, it being their birthdays (though Sister Shorb has no more I will not mention hers). It so surprised him it took some time to recover, though I noticed when refreshments were served he had full power to act and was as pleased as a little boy with a tin horn. We were fortunate enough to have with us on this occasion Mrs. Dower, of Illinois; Brother McFarland and wife, of Tacoma, Wash.; Brother and Sister Johnson, of Denver, Col.; Brother and Sister Crabbe, of Grand Rapids, Mich.; Brother Brown, of Philadelphia, Pa., and Sister Plumb and daughter, of Oakland, Cal. Later Sister Hartel gave a reception for all visitors, and with us on that occasion we had Brother and Sister Ham, of Illinois. Sister Monte, of St. Paul, was visiting our city and was met by one of our ladies. We regret very much that we did not see her at some of our meetings. Brother and Sister Shorb were also surprised by neighbors and conductors and their families, it being the anniversary of their wedding. A pleasant time, playing progressive whist, after which a dainty lunch was served, all joining in wishing them many happy returns repaired to their homes. Sister Plumb was given a generous house warming, she being our Auxiliary Inspector as well as an addition to our membership. Then with an outing with Sister Johnson at Santa Monica and calico dance April 7 ends our social pleasures for this time. At our last meeting it was a pleasure as well as amusing to see Sister McAvoy try to keep her seat and guide the fractious goat, but with our assistance she succeeded quite well. There is one vacant chair in Division III since my last letter, it being

Brother J. H. Shields. Our sick have been quite numerous, Sister Gifford being at the hospital for some time was again with us at our last meeting. Sister Hollis, Brothers Garber, Bodman and Tupper were cared for at their homes. Sister Harris, from Salt Lake, is with us. Our delegate and alternate being unable to attend, we were not represented at the Grand Convention this time, except through Sister Tracy, who is a member of the Grand Executive Committee.

Los Angeles, Calif. CORRESPONDENT.



Editor Railway Conductor:

Auxiliary 147 gave its first public social on the 14th of May. This we call an acquaintance social, for we thought the name suited in every way. The social committee worked hard and the social was a decided success, socially as well as financially. Thanks to our many friends. Our program, consisting of music and recitations, was very entertaining. Following the program, refreshments were served. Over two hundred tickets were sold at ten cents each, and the net proceeds were turned over to the treasurer. Our quilt has not been progressing of late. The Sisters deemed it advisable to lay it aside for a few weeks until all had the spring sewing and house-cleaning done, when we hope to begin again with renewed energy. We have been kindly remembered by Sister Creech, of Auxiliary 134, also from Sisters Folkins and Toner, of Auxiliary 59. Many thanks, Sisters; we only hope others will follow your example and send us some remembrances in the silk line as soon as possible. MRS. C. G. WATSON.

East Las Vegas, N. M.



Editor Railway Conductor:

This month, as usual, on the arrival of the ever-welcome CONDUCTOR I immediately sat down, turned to the Ladies' department, and eagerly perused its contents.

Since my last letter the box social given by the members of Auxiliary 9 was a complete success in every particular and all present enjoyed the occasion to the limit. April 23 will long be remembered by the happy guests that assembled at the home of our ex-president, Sister Rice of Wilkensburg, it being Brother Rice's birthday. The pleasant time all enjoyed will be retained in memory as one of the most enjoyable occasions of our



About 7 o'clock p. m., the guests began to come and the spacious rooms were soon crowded with a happy throng. There were sixty-five guests present and the welcome they received from the able host and hostess caused all to feel at home. The evening was spent in music, singing and social games. The "Holy City" was sung by Emma and Henrietta Reinhart, daughters of S. and T. Sister Reinhart's presence was much enjoyed by all present. About nine o'clock we all repaired to the dining room, decorated with our colors, red, white and blue. An elaborate dinner was served, consisting of all the delicacies of the season. The guests did ample justice to the repast. In behalf of Division 9, Sister Ody presented Sister Rice with a beautiful silk umbrella. Sister Rice responded that it was highly appreciated, not so much for its value as for the kind of memories it will recall. April 25, Sisters Davis, and Brisbane served luncheon. We are glad to have Sister McQuiston with us again. On account of sickness she has not been able to attend meetings. We missed her very much.

MRS. PHILIP MOONLY.

Dear Railway Conductor:  
Your correspondent has been getting a "jack-pot" for not writing she will now try to do her best she can. We commenced the new year by reinstalling most all of our old officers, as we were ever faithful. So many of our Sisters' duties at home they cannot come as regular as they would like. We are still giving our lunches at the homes of the Sisters, from which we derive but little sum, and all enjoy ourselves. We just given a dance, which was a success in every way, putting our treasury in good condition. We have never sent a delegate to the Grand Convention, we did so.

We have not been gaining members as fast as we ought to, but think we are a little to blame ourselves, as we don't improve every opportunity. All what a good Order we are. So, ladies, you know what you are missing by not joining Sister Perry has the sympathy of all the Sisters in the loss of her baby. Many of the Sisters have been on the sick list, but all are improving. I am happy to say. With best wishes for prosperity for all Divisions.

Canaba, Mich.

CORRESPONDENT.

Dear Railway Conductor:  
Hope every member of Auxiliary 36 will read

Sister Miller's letter from Auxiliary 94, in the May CONDUCTOR, and see how much we resemble that Auxiliary. I am tired of speaking of poor attendance at our meetings, and I think the members of Auxiliary 36, or any other Auxiliary, who can attend the meetings, and won't, should try and do better. Let each Sister put herself in our President's place and imagine how she would feel to see so few faces, and, as Sister Miller says, always the same ones. We have only three Sisters that live too far away to attend regularly: Sister Allyn, who lives in Buffalo; Sister Van Woert, who lives in Schenectady, and Sister Meyer, who lives in Peekskill. There is an excuse for those Sisters, but they never miss a meeting if it is possible to attend.

On May 2 we celebrated our sixth anniversary. We invited O. R. C. Divisions 56 and 339, with their wives. We had a very pleasant entertainment, after which refreshments were served. Among our many guests were Sister and Brother Mercer, of Frankfort. With best wishes to all Divisions and Auxiliaries.

MARION J. MARSH.

Albany, N. Y.

Editor Railway Conductor:

Summer is again approaching down in the Sunny South and the earth is clothed in green. While we read of blizzards, snow-storms and things of this nature in the north, we sit at an open window and listen to the birds as they welcome spring time with glad song, making all the earth ring with melody, and the sun rise over the hills and a long ray of golden greeting fall upon the beautiful rose that has been kissed by the morning dew. There is a season for all things, as we are told, and the time and the season to be cheerful and happy is now, when God has blessed us with such a beautiful spring after winter's chilly blasts are over.

Sister Ingraham, from Ft. Worth, visited Auxiliary 134 April 23 and the members were all highly pleased with this Sister and trust they shall see more of her, for her soul is filled with the sweet spirit of God's love and her face casts a ray of perfect sunshine wherever she may be. The same afternoon of Sister Ingraham's arrival, Sister Slaight gave her tea, which proved very enjoyable as well as profitable. Not long before convention, then we will have more to talk about, and probably the correspondent of Division 77 will awake from his long sleep. With best wishes for all L. A.'s and O. R. C's.

CONDUCTOR'S WIFE.

Palestine, Tex.

## "WHERE IS THY BROTHER?"

BERTRAND SHADWELL.

As my brother's keeper, and because I love to take his land, as brothers may—what's the use of brotherhood?—he died—meaning it. He lies beneath its sod—wonder thrust—I wiped away the blood—blood—from off the surface of the steel it should rust its polish. It is gone: from my hands as well, and from my soul; as I hope to enter heaven, I swear it for his good. I slaughtered him in his own good. He wished to rule himself—govern his own land in his own way—called it liberty, and he has won freedom now—the freedom of the grave—

His soul is free, although his body rests—Dead for his good—I killed him for his good."

"Thou hypocrite!

The souls that thou hast freed Have gone to God to call for justice there. Down on thy knees! Ask pardon in the dust! The stamp of Cain is set upon thy brow. Repent, and make what poor amends thou canst. Restore what thou with violence hast stol'n. Remember thou Christ's awful words, 'If thou The world and all its riches should'st attain, And lose thy soul—what shall it profit thee?'—In Boston Pilot.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

There is a quotation that I know both frontward and backward, which says: "That which is not good for anything else usually has the making of a magazine article," and having been criticised by my Division for keeping them in the background for so long a period, I thought it the better part of valor to contribute a story along these lines of my inspiration for the moment, with the hope for the future that my friends of Division 38 would not put too much stress upon faculties that I do not possess.

Let me say to the members of Division 38 that I do not often deign to accept a job of this kind, being a space writer myself, and, as the Scotchman once put it, who gets good money for their stuff, not half so good as the likes of this, but will say, if the Brothers still persist in hearing from me, to get even, I will join a union, and try to compel them to pay me sixty cents an hour, and yet, when I begin to hint around about not having the time and wishing to draw pay, etc., etc., I can see by the gleam in the Brothers' lithia eyes that they are going to give me that old gag about "sawing wood," therefore, to keep the Brothers from becoming too grouchy, I see a chance to catch even, and therefore think I best "play ball." So here goes for the first round, and now that our opinions upon the great questions of the day have been aired and settled for the next two years, so to speak, and the country's safe, everything having crystalized satisfactorily, so they tell us up in the "saintly city," I see no reason why it will not be in order to turn to other subjects, and if there is one thing about which we should be well informed more than another, it is ourselves. Newspapers are in this country apt to speak their minds. We expect it of them and hope they will continue to do so. We rely on them for news, which we get. No one will attempt to dispute that.

For our current literature we have our magazine, which all must admit is an excellent publication. Another one of the things we know is, that we could each and all aid our editor materially from time to time in improving THE CONDUCTOR if we would but take more interest. Some particular feature that may seem new and will prove of general interest is what is wanted. For instance, nothing has done more to lift our American magazines of the present day into favor with the public than the pictorial photography. That

these periodicals have reached the high plane of fine art goes without the saying. And so could we.

Remember, Brothers, our magazine is to be what we make it. It is the medium through which the first dawn of the literature which has helped to advance our grand Order on the lines we find it today. The best literary thoughts of our Grand Officers and members is concentrated in this publication. And it is no idle statement to say, that it is destined to become a very superior publication. We know we will improve with age, like wine, and that if we keep together long enough in assisting to put THE CONDUCTOR where it really belongs (among the very first fraternal publications of the day) we shall soon be as civilized as our neighbors. Thanks are due for much of our advancement in past years to the endless chain of friendship which spans our organization, and prominent among these friends are those correspondents that have contributed regularly to its columns, for they have not only taken a personal interest in the welfare of THE CONDUCTOR and purposes it represents, but with their enthusiastic and loyal support from every state, and I might add almost every county in each state, have given THE CONDUCTOR a capital stock that represents more than millions. Friends are an essential stock in the launching of new enterprises, and also even in these days in the continuation of projects of longer duration. And the thought occurs in looking over THE CONDUCTOR for a number of years past, that after all, our magazines are a delightful picture seen through a mirror of their times. Now, Brothers, how many friends do you suppose our worthy editor can count upon? That is, how many members that have never taken this subject seriously, or contributed one word to the columns of THE CONDUCTOR, always having waited for the other fellow to do this work. Do you feel, with a degree of positiveness, that he may safely count you among the real friends of our magazine? If so, now is the time to show him what you are made of. When I commenced this letter I intended writing pure nonsense, but have surprised myself at this streak of "sobriety" in the make-up of my letter, but you know it is the unexpected who keep the world full of life and make the pulse throb. It was not my good fortune to be in attendance at the recent meeting of our Grand Division at St. Paul, owing to illness, but I could not help being impressed, however, with the remarks of

the Brothers whom I have met, that did attend, never having attended before. That all have a different impression of the grandest body of organized labor in existence is without doubt a fact. I have often wished that some of our Brothers that never attended a Division meeting unless they get in a "sweat box" could have been in attendance at St. Paul for at least one day, for I feel sure that the change of heart given them would be most lasting, and result to the good of the Order.

Hoping this letter may induce some of our Brothers that have not been in the habit of writing an occasional letter to THE CONDUCTOR, but are without doubt qualified to do so, I subscribe myself as ever. A FRIEND OF THE CONDUCTOR.

Des Moines, Iowa.



#### Editor Railway Conductor:

Division 103 is still flourishing as one by one the new conductors drop in line; also some of the old ones from other Divisions drop in with us by transfer card. We seldom have a meeting that we do not make a new conductor, and sometimes two or three. Since my last letter Division 103 gave an all night smoker, (March 23rd), the honored guest being our Grand Chief, E. E. Clark, who took quite an active part in the enjoyment of the evening.

The following was our programme opening: Address by Chief Conductor; Selection by Orchestra; Fancy Baton Drill, Recitation, by Mr. Bert Fibelman; Mandolin Club, Popular Melody; Address, Mr. Astrey; Cornet Solo, Miles Gibson; Address, Mr. Joseph Callier; Selection by Orchestra; Imitation, Stuton Wilhite; Autoharp and Songs by E. M. Bonnell; Selection, Brownie Quartette; Address, Grand Chief Conductor E. E. Clark; Cake Walk by two Active Members of Division 103, J. D. Cooney and W. D. Kennedy; Selection by Bert Fibelman; Music by Orchestra; Blind Boxing Match. All of which was witnessed through a cloud of smoke drawn from the best cigars our city affords, and as this was a stag affair, those who did not smoke were well smoked before the cigars were gone, which was not until daylight drove us home.

As we have no returns yet from our Grand Division we are waiting patiently until our next meeting when we hope to find our delegate able to stand a lengthy talk on what was and what was not done at St. Paul. And with regard to the Brothers and their dear ones on board the Macon excursion which passed through our city Sunday evening before the opening of the Convention, Division 103 can only offer an apology for so many of us who were unable to even see them at the Union station, as with us here Sunday is our busy day—a cleaning up day in freight service and cheap rate excursion day for the passenger men, so that only a limited number of us had the pleasure of meeting the happy party on their pleasure seeking trip, and perhaps several of the party were disappointed with so small a reception, which under the circumstances was the best at our disposal after we saw the necessity of annulling the trolley ride which we had arranged for the party, on account of the late arrival of the train and cool weather which might have made many of our Southern warm blooded Brothers sick in the night air and would also be

like blindfolding a boy then taking him to the circus. I will also say for Division 103 that we hope some future time to treat you one and all in a more hospitable manner. I see by late reports that our list of Divisions is still swelling, which forces us to believe there are but few conductors who do not want to belong to the Order. Still one great necessity you will find (if you are not already familiar with the fact) is, you must not be so eager for new members as to neglect the duty of first learning that a conductor is worthy before he is recommended, as there are black sheep in all flocks. How much better reject an application than expel a Brother. I trust that if more care was taken by all our Divisions in reporting on applications it would not be necessary to show such a great number of expulsions, and by culling out a few more before we call them Brothers, speaks highly in our favor not only among our railway officials, but with the public in general, and if we would continue to elevate the conductor or the railroad man in general, we must strain each effort, for you all know what a reputation railroad men of a few years back bore as compared with the present age, and to live it down has been a task which only the Order of Railway Conductors was equal to; and even yet we are snubbed by some narrow-minded person, who chooses to judge us all by the smallest, meanest or less worthy of the great army of railroad men of the present age. It is true, perhaps, that among us there may be fewer church members than among the same number of men of another vocation, but I am forced to believe from my personal acquaintances that when you will count out the true christians you will find more true christians among railroad men than you will find church members among any other class of men on earth. I could give you the name of some of our would-be christians in this section, one of whom is the most active members in one of our churches, whose profanity chilled my blood while he was a passenger on my train recently; this profanity also without anger, and was used in conversation with other passengers; yet he is a christian(?) because he is not deprived of his Sundays at home, that he may attend church. And another who stands in one of our leading churches each Sabbath preaching the gospel, who was introduced to a conductor and his wife after church, and who asked and made note of their address, but later lost the address and referred to the directory, and seeing this man was a conductor, he abandoned the contemplated call; yet he is a christian(?) because he tells others how to be good. And a number of other instances like the above, which would convince you that the majority of the people of this stage in life think to be a church member is to be a christian, yet we poor unfortunate conductors must be condemned by the Lord in their estimation because we must earn our daily bread on the Sabbath day as well as another day in the week, and our ministers may go pleasure seeking most any other day in the week and earn his daily bread mostly on the Sabbath day—and for no small loaf will he fill the pulpit—yet, regardless of deed or thought, he is a christian and we are not. Is it any wonder that we must strive so hard to rise to the higher class? But, regardless of all, let the good work of the O. R. C. continue and we will reap a greater reward in

years to come than we have already reaped in the redemption of our good name in the years late passed, and when one of your christian friends snubs you because you are a conductor, or says to you when riding on your train on the Lord's day, "Do you work on the Sabbath?" wipe his name from your list of friends, and show him how to be a true christian.

G. M. WALDRON.

Indianapolis, Ind.



#### Editor Railway Conductor:

Our "brownie" limit has nearly reached its end for Division 44 has given us ten "brownies" for each month we failed to write a letter, and our pockets are now carrying full tonnage, and as we have exhausted every effort to explain ill health to be good the cause for our neglect and to no avail, it is a sure case of "do your lap." So your readers will be obliged to suffer the tortures of some more of our brainless "guff" for which said Division is alone responsible, and although the members are as yet unaware of how near they came to losing such a valuable (?) piece of property last winter when their talented (?) pencil manipulator came so near crossing the river to that great beyond, and only a few of our intimate friends knew our condition, yet most of the leading dry goods houses "got onto" it in some way, and crepe advanced 30 per cent, and now we will explain how near we were to being in the home for old lunatics at Pueblo or departing for parts unknown in a recent dream we had, and no doubt yours affectionately would have been in that land of milk and honey long ere this appears, had it not been for causes we will endeavor to explain later on. The place is described as "that only" paradise for hunters and known by the noble sons of scalp lifters as the "happy hunting ground" and situated just across the range, sixty car lengths north, two train lengths south and a little to the left of the very spot where only last winter Teddy, with his dogs and knife so long, his quick, trained eye, and arm so strong, chased "bob" cats and bear over mountain and plain, while the fierce mountain lion with his knife was slain; while elk, deer and antelope took to the hills, and the coyote and sage hens died with the chills. We were lead to believe this location to be the spot of our every fancy, as hunting is our chief delight and had always understood that once on the ground one was never out of sight of game, fish bit without bait, and the hunter was furnished with buck-wheat cakes and pure maple syrup daily except Sunday, to say nothing of saddle horses, blankets, tent poles, chewing gum, ammunition and cigarettes, wagon grease, fish hooks, camp stools and lariats, together with horseless carriage (automobile), "smokeless" bicycle and hired man to pack hot boxes, mend punctures, grease the wagon, wash dishes, get wood, carry water, keep camp and perform such other duties as required by the ritual, open season all the year round and a standing committee to hang not less than two game wardens daily, under penalty of losing their job. We had also been lead to believe that one fellow was as good as another and when once on the ground was entitled to all the rights, privileges, etc., regardless direction bound, but learned different. We also understood that service letters on traveling card was unnecessary

to gain admission and that an ordinary pair of corduroy pants smothered in black oil, a hat of like hue, a pair of run down shoes and one finger off, was as good as a pass, and the reception committee was not supposed to know whether your name was Mark Hanna, James Whitcomb Riley or Rube Willard, where you were last employed, and your pedigree previous to or during the A. R. U. strike or trouble of '94, would have been sufficient cause for the immediate dismissal of an officer requesting the same, and as an old "boome" would say, it beats railroadin', thought we'd try it, so finding a Brother who squared us for a ride and another checked our blankets we took a hasty trip, the many incidents of which we will not stop to relate, but "leave for the night crew" in which we met Brothers Ben Stone, W. S. McFarland, Billy Tuttle, Chap Virden, Brother Roberts and a host of others who didn't let us leave town on an 'mty stomach, and pass on to the other end of a new road, which our dream told us had been recently constructed, where we had an old friend who was division superintendent and an old college chum who had charge of the night yard, who had advised he would put us to work if we came his way. The first named, we found, was also superintendent of the hunting grounds, and gave us the price, bedded and fed us; but when we told him the object of our visit and showed him our credentials and a personal letter from Gardener, said, "I'm sorry," and pointed to a sign which read, "our department for correspondents is below. Take elevator and keep off the grass." We at once saw the board was against us, and we decided to return. We got out with a freight crew that was shy a brakeman, so took the place of head man, and going down a 4 per cent grade into Dead Man's Gulch the engineer said he had lost his air and persuaded us out of the cab with the soft hammer. We had set two brakes when he "squawked," which was a sign he had lost control of train and for all hands to unload. We weren't long in finding a side ladder when we saw a 100 foot trestle in flames about three telegraph poles ahead, and off we went down an 80 foot embankment into the flames and awoke to find the steam heat on full force, all ventilation shut off and two undertakers who had already taken our measurements. As our reputation for the truth is not in the best standing we doubt if our members will believe we have told the truth in this case.

Our winter was the most delightful for years, but wound up in a very cold spring, and the coonskin overcoat and arctic overshoe are not by any means out of order, but still in full bloom, and would think winter still here were it not for the infernal bawl of the Dago peddler waking us daily, except Sunday, as he invites attention to the decayed "straw-bells" he is trying to auction off at "fave-a-centa-box, six boxes for a quarter!" which makes us wish Uncle Sam had to work nights and sleep days for a short time in Denver during fruit season. We think he would have all the available crews and nitty stock cars in service hauling these detestable cattle back where they belong.

We also took a little trip in the country, where the merry whistle of the meadowlark and other indications told us we were right "in it." Another unfailing sign of spring was the unusual amount of summer business the railroad water tanks are

doing in stopover tourist travel, and each tank seemed to be taxed to full capacity of this class of traffic, while many were carrying on light house-keeping in a neighboring pile of ties while their laundry adorned a close-by snow fence as they slept in the sun awaiting its drying. Most railroad companies are, as a rule, very liberal regarding stopover privileges to this class of travel and from present indications box car trade will be unusually heavy this summer, which will no doubt necessitate putting on crews and increasing the service for their accommodation. The Santa Fe has taken full control of the C. & S., Denver to Pueblo, and the boys have had quite a squabble over rights, but believe they have about settled the matter satisfactorily.

Mr. P. Touhy, for many years superintendent of our union depot, left for California the early part of May, hoping to recover his failing health, which we hope he will succeed in doing. He was temporarily relieved by Mr. P. J. Nichols, of Kansas City. Both gentlemen are veteran railroad superintendents and well and favorably known on the Union Pacific. Brother W. A. Unziker, of Division 161, made us a pleasant call in April on his way to Salt Lake, but did not catch on, so returned to Leadville, where he is doing yard work for the D. & R. G. with the promise of a road job soon.

We are a little shy on news this trip, but hope to have a nice write-up in next issue when Johnny comes marching home from the convention. We expect to give the boys and girls who return this way a ride over the famous loop, and will perhaps take a few snap shots, and hope to meet many of our kind o' people and show 'em a good time and tell you where she climbed the rail.

Brother Kinkead, of Junction City, Iowa, and Brother Chas. Patrick, an old "Katy" con, made us a nice little visit in April, and soon convinced us they were good fellows. Brother A. D. Hamilton, our highly esteemed neighbor of Pueblo, made us a very pleasant call early in April. The two hours he spent was only an aggravation, for they surely "tasted like more," and we congratulate Division 36 in carrying such an intelligent and talented member on her pay-roll, as his conversation and spicy letters in THE CONDUCTOR so plainly indicate. When we offered an apology for the stack of bosh over our infamous signature he said, "It's just what the Order calls for, as some one may be attracted to valuable reading by looking for your foolishness," and we hope so.

"Pinky" Muir, our old class mate, was a delegate from 446 to the B. R. T. convention at Milwaukee. We have not seen him since he returned, but think he will surely unload something to laugh about, as he always does possess the necessary material to manufacture smiles. We hear he met one Campbell, a spotter who worked the rabbit's paw on the U. P. freight boys between Denver and Cheyenne in '92, putting about fifteen of 'em on the cabbage track. He was a delegate from some lodge and was "balled out" so badly by parties who were on to him that he fainted and was carried out. Steer clear of him.

Brother Ed Stout, of this Division, for many years passenger flagman on the D. R. G., was compelled to leave his position the last of May and seek health in California, which we hope he will soon find a bountiful share of. We commend him

as a worthy Brother to all. Oh, yes, Brother Edmiston. Dinner will be ready as soon as the coffee biles and a clean plate(?) at the head end for you. Come in. We just met Brother Will McFarland as he was boarding a train for Grand Junction to meet some of the delegates. Other Brothers of the Rio were also going, but we did not learn their names, but they will carry the emblem of Ireland for the southern delegates Grand Junction to Denver, and extend every courtesy in the bounds of reason which the Pride of the Rockies—the D. & R. G.—has always backed them up and encouraged their doing. Mac reports a swell time at the convention.

Well, Brother Ed., our steam is low, our coal most gone and not a flutter in the water-glass, so we will drop our crown-sheet on a peg and lay down, so farewell.

HOT TAMALES.

Denver, Colo.

Editor Railway Conductor:

E. P. Curtis has returned from Grand Division and reports a good time, and gave us a broad outline of the proceedings. We were sorry to hear of Brother Corbitt's defeat for G. J. C. We are sure the Brother who succeeds him will make a good and efficient officer, though, and hope to meet him in the near future. Brother W. B. Pawe has been on Houston local for quite a while in Brother Olover's place. Brother O. being off on legal business.

Our paid chairman will begin his duties on June 1st, and I learn he will be quite busy. May he have good success.

R. O. COORPENDER.

Smithville, Tex.

Editor Railway Conductor:

I wish all O. R. C. members would read THE CONDUCTOR for it is our official mouthpiece and through its columns we can judge how the laboring men are treated in the United States, Canada, Mexico and the far off Philippine Islands. If you will give me space I will give my definition of a kicker and what good he has done for the people of this great country of ours from a patriotic standpoint. Patriotism is the whole foundation of this government. As I was walking down Fifth street the other evening the pension employees were coming out of that large building. They put me thinking who created this part of our public institutions. It was the kicker. I ask, was it not the old kicker that put our railroad schedules in force on every road in the United States, Canada and Mexico, and held the organized labor banner always in war and peace? Yet you will hear some railroad men say, and they think they are the real thing, speaking about some experienced old timer, "he is an old kicker," and knock him when ever they can get any one to listen to them. That kind of men put me in mind of some people that live in this beautiful city. They are so indifferent that they will not honor Decoration Day nor the 4th of July, but stand on the street and sneer at the old soldier as he marches at the head of that great parade on Decoration Day. The old kicker puts me in mind of the Bible, "Whom God loveth He chasteneth." The kicker has some work to do. He must break up seniority on all railroads and civil service in government. Civil service com

pels the government to keep in their employ a lot of disloyal and incompetent people whose places should be filled by loyal, competent American men and women. The government printing office in this city is the grandest plant of its kind in the world with its three thousand men and women wage earners sending out daily carloads of educational pamphlets and books to every postoffice from every department of this great government. Think of it, Brothers; this government don't charge you one cent for any kind of a book printed in that great printing office. If any Brother wants to get posted on the labor question let him write to the Commissioner of Labor, Washington, D. C., or to his congressman for the latest reports on the labor question and he will receive a report by return mail postage paid. The same is true of the war, navy, treasury, agriculture, interior, state, and postoffice departments. I hope the Brothers will think of this and write for information. Uncle Sam will send you any kind of a book you want free. Where the writer is now employed there are more beautiful parks and places of amusement, finer public buildings and she excels the world for educational institutions. It is the shrine where labor should worship—Washington, D. C. All labor organizations should have their headquarters here for they could be in close communication with the law makers and could accomplish more in one hour than they could by the old method in three months by living in separate states. Division 378 gave one of the most delightful smokers on Saturday, May 11, that the writer ever attended. All praise should be given the Pennsylvania Central City passenger agent, Mr. Cathell, for his ability as master of ceremonies for he is a jolly good fellow and made everybody feel at home. He advertised our excursion down the beautiful Potomac on June 3rd, where we expect to enjoy ourselves and throw care to the winds. There will be all kinds of amusement, including dancing. Ex-Superintendent G. O'Neill of the Western division of the Wyoming, son of Tom O'Neill, will graduate from the law department of the Catholic University of Washington, D. C., June 5th. If Tom will make as good a lawyer as his father was superintendent on the Western division of the U. P. R. R. for many years, his future is all right. I will vouch for all the conductors of 406 that they wish him success for a starter.

Washington, D. C., without congress in session, is like a church without an organ or like a home without children.

J. DWYER.

Washington, D. C.

#### Editor Railway Conductor:

With your permission I would like to take issue with Brother Sivart. In his April letter he says in substance that we have a right to dictate to railroads as to whether they shall run double or treble headers, but for fear I may misrepresent the Brother I will quote what he did say in disagreeing with me. "I can't agree with you that we have no right to say whether railroads shall double or treble head their trains. We undoubtedly have a right—and it is our duty to see that right recognized—to say whether our lives shall be jeopardized unnecessarily, which is undoubtedly the case with double and treble headers." Well, my good

Brother, I respect your opinions, and I know that you think you are right, but I feel sure that you are wrong. You understand that the present form of government have no more right to say how many engines a railroad shall attach to their trains than you have to say what color they shall paint their cars, and if you don't consider a double header train safe to go out on, why, "you know what you can do, don't you?" And if you don't, pardon me if I tell you, let the other fellow go out on it. Don't forget that this is a free country and that our constitution provides that every subject shall be protected in his right to life, liberty, and the pursuit of happiness; don't forget that the railroads are the private property of those railroad companies, and that they have the right—and you helped give it to them—to do about as they please with it. If you have the right to dictate to them how they shall use their own, you have the same right to say what manner of clothes I shall wear, or what kind of bridle I must put on my horse. No, my Brother, under the present form of government you have no right to say how many engines they shall use on a train; you by your vote helped to make it possible for them to do that thing. The present form of government—and you sanctioned it by your vote—will protect them in their right to do as they please with their own, even to the extent of calling out the soldiers and shooting you down if you interfere with their rights. Under the present form of government you can never legislate double headers out of existence, for the people who own the double headers, also own the legislatures, and you by your vote helped give it to them. They would be foolish if they would not use the latter to their advantage as in the case of their engines. Brother, your heart is right, but your head is wrong. Direct legislation and it alone, will give you the right to say how those engines shall be run. Think about it. VERITAS.

Louisville, Ky.



#### Editor Railway Conductor:

No doubt you are long on space and short on letters from Division 310, but we are up-to-date with a good membership in fine working order and our William Goat is in fine trim to ride—all the good material coming our way. Brother St. Clair and Brother Alf Peer say they can cook fish faster than any Brother can catch them, but after trial said they would have to admit they could not cook them long. They had often seen them caught before, but never so many and so large as on this occasion, and I am sorry that some of our northern Brothers could not have been down enjoying catching and eating in place of being out with their little plow cultivating a crop of snow. To all these unfortunate Brothers I would say, come down and help us hunt snow, as we have had out a search warrant for the past twenty years. I will have to put in more time on our club house and sanitarium, where the decrepit Brothers and their families can come and get a breath of fresh sea air and catch fish, crabs, shrimp and oysters and roll in the sea sand and wax fat in the land that our forefathers Wall Streeted the Indians out of; but do not get weak kneed, Brothers, as it only costs each member the pitiful sum of \$1.00 to join this club and any member who is



dissatisfied will be entitled to one week's board at the Orange Grove Delmonico, where we have a thin completed breakfast, go fishing for dinner and bring in what is left of the catch for supper. I wish some of the Brothers above Mason and Dixon line could have been to Mardi Gras with us and seen us snowing under sectionalism with red, white and blue snow. The crowd was so large and enthusiastic that our friend, Wm. McKinley, when he saw a part of them on another occasion, said that he loved the old gray-coated soldier, as there was no north, no south, no east, no west, but glorious America. And I am in hopes that our Brothers will not overlook the fact that we have got more tall pine trees for the American eagle to rest his weary wings in than any other part of the sticks that I know of, as we have got sixteen large saw mills in a radius of eight miles, some of them cutting day and night, and there will be sky-scraping pines for our dear Bird to bathe his wings in the azure tints of the rainbow for the next hundred years to come, and you see it does not cost much to keep the sea breezes from whistling through your whiskers and the pine knots will do for the children to toast their shins. Well, Brothers, come out on meeting days and bring the William Goat a pocket full of grass and do not keep him hungry until you want to air a grievance.

Orange Grove, Miss.

TROUT EATER.

#### Editor Railway Conductor:

Again have I gone through my CONDUCTOR with the usual interest. It is a pleasure to read the letters from the good Brothers. While scattered throughout the country, we can bring ourselves closer together through its medium by talking to each other through its columns. All well organized Divisions should have a regular correspondent and should be required to put his thinking cap on and drop a few words to THE CONDUCTOR. If he fails to do his part, fire him. If a little more discipline were used in the government of the members better results could be attained. Be it said to their shame that too many conductors belong to the Order for just what there is in it and not for the purpose of bettering themselves. Please allow me to say that it is not the intention of the Order to protect a member without any regard to the merits of his case, although there are some of the members who believe that the Order is bound to protect them, even when their case is not possessed of an iota of merit. We must stand or fall by our acts, and if we expect to receive justice from the hands of our committees we must be satisfied that we have got a just case for them to handle. One of the greatest troubles is that a few have to do the work for many, and the many are willing to let the burden fall on a few. Is this right? Is there any spirit of fairness shown in this? Come, Brothers, let us all be as ready to give to others that assistance which we call for and expect to receive from them. The Order of Railway Conductors is one of the noblest and grandest Orders of the day as founded on its laws, and the first duty of those in authority is to see those laws executed. A great many times the Divisions are apt to allow things to go too loosely, because the Chief Conductor is a good fellow and the Chief Conductor thinks the rest the same; so

everything goes. We must correct our errors and keep in line with our teachings, and from now on let each Brother do just as he would be done by, and the Order of Railway Conductors will maintain the position she now holds, at the head of the procession of all railway organizations.

Division 120 is going along nicely, and is up to date. Brother Howard Folk surprised the boys May 5 by coming to meeting. That is all right, Bro. Folk, but please don't keep (there are others) the Brothers under suspense. Our Chief Conductor, A. B. Spatch has the interest of the Order and the members at heart, and he welcomes all to attend Division meetings, so don't stay away too long. I don't think it will be necessary to mention any names. We are sorry Brother W. T. Drake has left our little city and moved to Chicago. Our best wishes are for him and family, and we hope his pathway will always be sunshine and roses. By the action of Division 120 Brother V. D. Singer was reinstated. Success to him.

Huntington, Ind.

G. B. M. SEWELL.



#### Editor Railway Conductor:

The A. & N. W. R. R. runs from Austin, the capital of Texas, to Llano, the capital of the Cow Kingdom. The oldest passenger conductor on our line is George Penn, of Division 7. He was on the road for years while it was only a kid, that is to say, narrow gauge, and is still answering questions. His standing joke when passengers ask him if he is a relative of William Penn is to tell them he is the very man—William Penn, who traded lamp wicks and patent garters to the "Injuns" for land and founded Philadelphia. When answered in this way the passenger generally looks disgusted and quits. Not long ago an old gentleman of rural aspect and inquiring turn of mind pulled Penn's coat tail as he was going through the train and said: "Say, conductor, when do we get to Llano? What kind of place is it? Going out there to see my daughter, who's married to a man named Plunkett, Dan'l Plunkett, pr'aps you know him? Cousin of Lige Plunkett, who was in the legislature and introduced the Johnson Grass Bill. Lige and me was in the army together—say, hold on a minute; sit down, want to talk to you." "Can't possibly do it," replied Penn, "but you just go ahead and talk and I'll be back after a while and o. k. it." Then the passenger looked hurt, took a chew of navy about like a boot heel and lay for the brakeman.

L. Philipe, Division 256, who now operates the passenger, mixed freight, local and accommodation trains on the Marble Falls Branch, is also quite old in the service. As engineer, and later as conductor, he has seen nearly the whole elephant as represented by the history of the road. Philipe is a Frenchman, about as big as a kildeer snipe and as hard to catch as a populist flea. Sometimes the dispatcher's office casts a throw net in great confidence, feeling sure of him, but when the net is drawn Philipe is somewhere away up the creek, looking perfectly innocent of the whole affair. Philipe's handwriting looks like two young roosters had waded through the ink and then had a fight on the paper. He has no trouble with his reports, for as the auditor can't tell what he means he supposes it is the right thing and let's it go at that. He tells

a story well, so they say at the general office. J. M. Clinefelter, of Division 7, who has one of the mixed runs on the main line, is from Ohio, has a mustache as big as a whisk broom, is 46 years old, stout, bald-headed, good natured and liked by everybody. His rather long German name has been cut down to "Cline," and as such he comes and goes, and pulls blind sidings at night and grumbles and groans after the manner of all rail-rovers, but doesn't mean anything by it.

J. B. Williams, of Division 7, has also been with the road for a number of years. Williams has a hard time of it in a certain way. He never uses profanity—that great reliever of the average railroad mind—and when the time comes to use the regular remedy he has to think mighty quick of something else to say, such as, "well, I'll declare!" "I never saw the like," etc. When a conductor has his train made up and ready to go in five minutes and then gets a message to pick up, set out and so on, it will be easily seen that his expressions are not strong enough to meet the emergency. He realizes this and it has been claimed that he keeps one of his brakemen under contract to say the proper thing when it will do the most good, and Williams countersigns the remark.

R. T. Penn, of Division 7, or Bob, was with the road for years when it was "narrow tread," then was on the Mexican Central for several years and is now again conducting on the A. & N. W. Bob gets along all right, for now he understands Spanish and can cuss in two languages when necessary, and Bob claims it is sometimes necessary; for instance when he is 70 miles out at midnight with 37 cars in his train, and the engineer gets mad and pulls out a draw-head, backs a car off a blind siding and then coolly announces that he will have to run 7 miles for water. Bob says he has handled all kinds of cars on many different roads, but the side-door, solid roof "Boufay" is his favorite style of caboose for comfort on a long run.

BIRD STOPPER.

Fairland, Tex.



#### Editor Railway Conductor:

Down in the famous state of Kentucky, situated in the pretty little city of Bowling Green is where Division 133 is located. Now this Division is composed of forty-six members, but should you chance to visit it on some Monday evening you would think from the small number present that it was composed of a very small membership, or that we were very busy on the road and did not have the time to spend an hour or so in the Division room. But distant Brothers, things and conditions are quite different from this picture; if you would but step outside of the Division room you would perhaps find quite a number on the street corners interested upon matters other than those concerning the welfare of our noble Order and to the interest of themselves and Brothers. We have some members who have never been in the Division room since they were initiated, and should any of them chance to read this, I hope it will be an incentive for them to attend our next meeting. Brothers, by your action you do not show that your appreciation of the Order is very much; it looks as though you became a member for other purposes than mutual benefit. This is very plain, but should the shoe fit you will have to wear it; and besides it re-

quires the truth to sometimes awaken a person from that lethargic condition into which they have fallen. There is never a meeting but some question arises which is of interest to every member and they should be present in order to express their views or vote their sentiments. There will never be a success in any Order unless the members take an interest and attend the meetings.

Bowling Green, Ky.

SIC SEMPER.



#### Editor Railway Conductor:

You've heard about that "hog killing time" and the sociability of a "log rolling," or old time Methodist Camp meeting; well, those things "ain't in it" compared with the ninth annual picnic and ball of Division 304 at this place, which came off as scheduled, May 23, under most favorable circumstances. The weather could not have been nicer if made to order, and every one of the 1200 or 1500 visitors seemed tickled to death with the entertainment from beginning to end.

Excursions were run from McComb City and Water Valley on the I. C., and from Gulfport, via Jackson, on the G. S. & I., and all three of the trains were loaded to the guards. Canton's business men took an active interest in the occasion and every business house in the city was handsomely decorated with the fraternal red, green and white and other O. R. C. emblems and national colors, and the Y. M. C. A. building was not only handsomely decorated but was thrown open to welcome visitors, and Secretaries McLaurin and Alred are certainly entitled to much gratitude, not only from those entertained, but from this Division for their hearty co-operation with Division 304.

The pleasure of the day began at 1:30 p. m., when a parade of nearly one hundred and fifty boys and girls (the girls mounted on bicycles handsomely decorated and the boys representing a pageant of brownies) left the opera house, marched around the public square, thence to the fair ground and around the race track.

Following the parade a game of base ball between Water Valley and McComb City nines was called at 2:30 p. m., and resulted in an exciting contest won by the Water Valley nine's superior teamwork and batting. After the game of base ball, a interesting racing program was executed, which was highly enjoyed by an immense concourse of people, all of whom seemed well pleased with the program and results. All during the day each event was graced by the presence of great numbers of the beautiful ladies, but the crowning event of the occasion was the ball, which was given at the City Opera House hall, where hundreds of beautifully dressed handsome ladies and chivalrous gentlemen assembled presented a picture which an artist's brush or writer's words would utterly fail to portray to the mind. The ladies of Canton, especially the wives, daughters, sweet hearts and sisters of 304's members, deserve great praise for their ardent labors in preparing decorations for the ball room and other places, and all present will agree with me that no feature was more highly appreciated or applauded than these decorations. Refreshments were also served by the ladies, and judging from "smacking lips" and the grateful expression upon

the faces of those who participated, this kindness, due to the thoughtfulness of the fair sex, will long be remembered.

Division 304 now has a membership of about one hundred, and can truthfully boast of quality as well as quantity. Every member is a true and loyal Brother, and certainly no Division officers ever had more unanimous support than these officers. The ball and picnic was gotten up not simply as a fraternal love feast, but for the higher and nobler purpose of raising funds to assist worthy disabled Brothers who belong to Division 304, and I am happily informed was as much a success financially as socially. I feel that I will reflect no discredit upon any Brother in saying that Chief Conductor Ollie Harrison is a host himself, and that no member of our Order ever worked more faithfully or unselfishly for the good of the Order than he does. He certainly deserves abundant praise for his never-ceasing efforts to promote the welfare of the O. R. C. individually and collectively, and one rarely comes in contact with a more reserved, modest or polished southern gentleman, or a more ardent Brother.

After the ball there will surely come an awakening of fraternal and brotherly ties, and it certainly seems safe to predict that Division 304 will become a banner Division of our noble Order. Like that Saint of old, I believe that it is good to be here, and my participation in this fraternal camp meeting makes me prouder than ever of our noble Order and its membership. B. F. LANE.  
Canton, Miss.



#### Editor Railway Conductor:

This 20th of May is my birthday, 63 years old, and still kicking. We have had a week of varied excitement. We have the whole government of the U. S. of A. in San Francisco, as well as all the "push" from Ohio.—Gov. Nash and staff, fourteen congressmen and the young ladies who took part in launching the battleship Ohio. Mrs. McKinley has been lingering around death's door for several days, but thanks to the Lord she is some better and may recover.

The launching was a grand success, witnessed by thousands. All other functions were declared off. I did not get a chance to put on my full dress and attend the banquet at the Palace Hotel, given by the Ohio Society of California. As a matter of interest to the boys, relative to the launching of that great battleship Ohio, I will give the following brief account:

Miss Barber pressed the button, Miss Deshler smashed a bottle of California champagne and the big battleship Ohio took her first dip into the sea. The battleship Iowa fired the presidential salute as the battleship Ohio slid into the waters of the Pacific to take her first salt water bath. Fifty thousand people cheered themselves hoarse; the big guns of the warships boomed out a salute and every steam whistle within a radius of five miles shrieked its loudest as the steel monster glided into the water. The noise lasted for nearly half an hour and when it finally simmered down, there lay the Ohio peacefully floating in the little cove in front of the Union Iron works. Later she was towed to the dock, where she will be tied for a year or more or until finally completed. As the vessel slid into

the water stern foremost, she created a big wave that made even the biggest steamers nearby bob uncomfortably up and down. As for the smaller craft, they nearly stood on end. Mrs. McKinley was to have pressed the button that started the Ohio down the ways, but, on account of her illness, her niece, Miss Barber, acted in her place.

Irving M. Scott and Henry T. Scott took the President and Gov. Nash and their parties for a cursory inspection of the more important sections of the great yards where the ocean warriors are built.

By the hour of 12 the greater number of the nation's representatives and other guests had arrived at the stand beside the hull of the big battleship. They saw lying there a great shape of steel, ready for the sea. The greater part of the superstructure of the ship wherein the Ohio was built had been removed. The battle craft lay in the great wooden, shoe-like cradle on the slippery ways. Toward the stern the ribs of the cradle ran well up her sides, shortening towards the forward length of the ship and disappearing. Tall shores, reaching from their firm foundations in the earth to the decks of the ship, were standing close along her sides. On a table on the stand near by was an electrical instrument. The pressing of a button meant the launching of the ship.

The ceremonies were simple but significant. There was the formal exchange of acceptances upon the part of the government, and then, the tide having reached its flood, the word was given.

The bottle of California champagne depended from the bow by ribbons of red, white and blue, braided into a rope.

At 12:26 sharp, Irving M. Scott gave Miss Barber the signal and she touched the magic electrical machine. The guillotine shot downward like a flash and severed the cord. The dog-shore toppled over of its own weight and the cleverly constructed system of props caved in like a house of cards.

The Ohio seemed to shiver slightly, the tremor running her entire length, and in a twinkling she began to slide. And then—a rush, a bound, a cracking and creaking and groaning of the timbers beneath and around her—she shot down the ways, stern foremost, and took her dip into the sea.

We are very busy. On May 22 we had our excursion and picnic to Camp Taylor. On May 25 the Georgia special was here and remained until May 29. We entertained them by showing them through our beautiful parks, Cliff House and Chinatown, on their way home from St. Paul. There were 120 on the special from Macon, Georgia.

El Capitan is rushing business—two initiations and one by transfer—John E. Brady and Chas. H. Cowan initiated, and T. McClintock received by transfer from Salt Lake Division 395, and three more applications acted upon.

San Francisco, Calif. MILTON G. PUMPHREY.



#### Editor Railway Conductor:

Another month has passed and finds us still slugging away. Brother Marren has returned from the convention and has again assumed his duties on the line. Business being brisk requires all the boys to be on hand. The lake season is opened, and is our main source of business. One

good feature of our line is that during Sunday business is quiet, which gives us all an opportunity to attend Division meeting, and the boys all avail themselves of the chance and makes a good attendance. Something to be appreciated. Nothing will cause lack of interest more quickly than when Brothers do not attend when they can. Our attention has been called to our needy Brothers in Jacksonville, Florida, who were so unfortunate as to lose their all. The Brothers sympathize with the distant Brothers and sent them a contribution. I hope all Divisions have liberally responded. We do not know how soon our home may be visited by disaster as their's was, and we are in duty bound to aid one another as much as it is possible. My wish is that they may be soon on their feet again, and as comfortably situated as before.

The boys of Division 295 surprised Brother Marren upon his return from the convention by meeting him at his home and making him a suitable present. Brother Marren highly prizes the gift. Brother Hadaway says he was not so fortunate, as he forgot he was on a street crossing. Of course the mayor put him in mind of it, and the Brother lost the price of at least a new hat. Our Division is constantly being strengthened of late by card members, and we look toward getting two more in the near future. With best wishes.

Lorain, Ohio.

J. J. POLLOCK.

#### Editor Railway Conductor:

Well, I suppose while Brother Dago Waltz is cavorting around the Saintly City I had better hustle up a little communication for our only journal. Things are moving along in fairly good condition with members of 381. Some of them, I learn, are visiting the Pan-American. They want to get a first view while the paint and varnish is fresh. A good idea, I think. A number of the Brothers were disappointed in not being able to go to St. Paul, as they fully intended. It seems, no matter whether business is good, bad or worse, that it is next door to impossible to get a leave of absence. I know from experience, for I had a friend's grip packed for a week, expecting to get away, but I am still here. I guess there are too many want to get off at the same time. On the Central there are only six out of thirteen that want to get off at one time—result, everybody keeps on working. Brother Joe Harper, of the L. & N., has been showing the I. C. men how to get from Evansville to Henderson via L. & N. for several days. Our sick have returned to work, except Rob't Staples. Brothers, let me again caution you about your insurance. It's a small matter in every way to attend to. It can be done while you are rawhiding some tough trip over to a friend on a corner. And remember, if you become three months in arrears with your local dues you are not entitled to sick nor funeral benefits, in case of sickness, injury or death. I am sure each one of us should appreciate the efforts our Secretary puts forth to see that everyone has sufficient notice regarding our dues.

One of our ex-members was badly, perhaps fatally, injured May 19, and while we must sympathize with him, that's about all we can do. We have talked early and late regarding this matter of keeping up dues and insurance, but Old Man

Neglect seems to get his fine work in occasionally. Brother Buchanan was enjoying himself on a excursion Sunday, May 19. I am sure he was, for it's fun to run a train like that.

Evansville, Ind.



#### Editor Railway Conductor:

A stands for America, the pride of all nations.

B for Brotherhood, the brain of all nominations.

C stands for Clark, the head of our great organization.

D stands for Dept—thank God we are able to pay.

L. V. Brothers to pay.

E stands for Easton, the seat of war in 1903, our

L. V. Brothers did say.

F stands for Frank Sargent, who fought in the battle so gay.

G stands for Goss; in St. Paul the delegates did have sway.

H stands for Horace Greeley—go west, young man, did begun.

I stands for Ingram, the reserve fund did boom.

J stands for Johnson, who St. Paul gave a great fight.

K stands for Keno—sometimes puts boys out of sight.

L stands for Liberty Isle, the Division who we comes all Brothers on meeting night.

N stands for no Brother that can't act right.

O stands for our Order, we cherish so dear.

P stands for Protection, we are giving to hear.

Q stands for Question, our Chief acted upon.

U stands for Uncle Conductor, who cut wood on the farm.

R stands for Riley who stole Eropus barn.

S stands for Sheppard, our Grand Junior man.

T stands for Together, we stood heart and hand.

W stands for Wilkins, Grand Senior of our band.

X stands for Excuse me; if I go any further on my you'll hang the tin can.

ROYAL BLUE.



#### Editor Railway Conductor:

Division 92 is well pleased with the good work of the 28th Session of the Grand Division. While separate home, one exclusively O. R. C., would have suited them much better, they realize that one now under contemplation is an assured success, while a separate one might be a failure. They therefore assume that it is much better to accept that which is possible. Let the good work commence and commence at once. Every member said a long and hearty amen, when their delegate reported the re-election of all of the Grand Officers; also that a three months' leave of absence with full pay and expenses was unanimously voted to our worthy Grand Chief. Some few of the members made manifest a desire to discuss some of the "yellow journalism" that cropped out from some of the candidates and their friends before and at the Grand Division. Mainly or in the abstract there was no issue or question about the honesty or intent when its true phase was made known. When a deliberate falsehood is told confusion must and will ensue for awhile. It was here that all did stop to think that always there are two sides to every hoe cake. The harvest has come; the result pleases every member of Division 92 aside from the few small episodes that

usually find their way in when an office is sought. Kindly permit me to go on record that to the square inch there is more manhood and honor among the railway conductors than any body of men in America. Every appeal that comes before them for aid you find the conductor a ready and willing giver. The wish and desire is universal that every local Division, with every member of the Order, should put forth every effort to build up and strengthen the Order, and by so doing they will be a loyal support to our Grand Officers who have done so much toward the upbuilding of the Order. With my hearty congratulations to every Grand Officer.

C. H. ARTHUR.

Terre Haute, Ind.



Editor Railway Conductor:

I am more than pleased to state that Division I is in a prosperous condition and taking in conductors at almost every meeting. The Brothers are displaying quite an interest and, by the way, they take part in the debate for the good of the Order and in the work generally. I desire to say to the Brothers who run over the first division of the B. & O. to keep a sharp look out for that conductor who runs that Guinea train, as he is bald headed

now and if he has to look out for you he will not have any hair at all, and then he might have to call on the Division to buy him some hair. He is o. k., but he had better keep his eye on Brother Waltjen, as I believe Brother Waltjen is after your guineas, Brother Junkens (guinea train conductor.)

I would also advise the Brothers to keep out of the way of our Chief Conductor, Brother Hoffmeire, when on the road, as you all know he is a hustler both on the road and in the Division room. He will get that pick-up of his over the road if he has to use both east and west tracks at one time. You all know that he has just returned from the convention and what a good time he had out west. He says he was treated first-class and wants the Division to send him out there again—not to the convention, but for pleasure. What has become of our members from the Philadelphia division B. & O.? They never come to the Division any more. Call around, Brothers, we would be glad to hear you. The Brothers on Baltimore division N. C. attend pretty often, especially Brothers Scheirwohl, Hart, our A. C. C., and several others whom I could mention if I had space.

GUINEA.

Baltimore, Md.



## THE CONDUCTOR'S REQUEST.

I've just been thinking of the time.

As I sit here at home.

When I shall hear the call-boy's voice

With orders for me to come

And go out for the last time

On this old troubled sphere.

Where I have had my ups and downs—

I'll sign the book, don't fear.

And when I cross the great divide

And meet some good old friend

Who's dwelt since many years before

Where sorrows have an end.

I wonder if I'll get a place

Upon that "Golden Shore"

Where everything runs smoothly

And serving time is o'er.

Where they don't have correspondence

About the damaged freight—

Where switchmen all are gentlemen

And trains are never late—

Where engineers will work just so.

To the signals they are given;

I hope and pray that some sweet day

I'll run a train in Heaven.

Where wrecks are something quite unknown

And trainmasters are kind.

Where brakemen don't talk saucy—

Which down here is hard to find—

Where everything is up-to-date

And none aristocratic.

Where all the cars have Westinghouse

And couplers automatic.

Where they never double any hills.

Or have to tote "that chain,"

And don't run any pick-ups.

And there's neither snow nor rain;

Where each and all are under men,

And none are on the "hummer";

Where the sky is ever azure blue

And all the days are summer.

But that of all I wish for most

In that far distant land

Is, should I tread the streets of gold

And with the angels stand,

That when I register "on time,"

And home I start to go.

The wife and kids to greet me.

As they did on earth below.

So when the call-boy comes for me

To journey o'er the river,

And I am asked to give account.

By the kind and loving Giver.

If I can find they railroad

In that land that knows no pain.

I only will have one request.

And that—to run a train.

BERT NOWLAND.



*Mutual Benefit Fraternal Insurance.*

(a). APPLICATION MUST BE ACCEPTED TO MAKE A CONTRACT.—Fraternal Insurance is obtained through an application to the association by a prescribed method. The application for insurance is a mere proposal on the part of the applicant. When the insurer (or association) signifies its acceptance of it to the proposer, and not before, the minds of the parties meet and the contract is made. This acceptance on the part of the association must be signified by some act, a simple mental acceptance, a mere thought unexpressed, amounts to nothing. This application must be in due form and signed by the applicant if the rules so require. There must be a meeting of the minds of the respective parties. A mutual agreement and understanding of the rules between them is essential in order to create the contract and give it binding force on both parties. As an example, in the case of *Conway vs. Covenant Mut. Ben. Ass'n*, 10 Bradw., 348, an application was made in due form, and the agent received the papers and the applicant was examined by the medical examiner, gave his note for the first payment of dues and assessments, but was killed before the note was paid or the application forwarded, and the court held that until the application was approved by the association there was no contract. There was simply an offer on one side, which may be accepted or rejected by the other. There must be a meeting of the minds of the parties, in all cases, as to the whole subject and the substantial conditions of the whole contract, or there is obviously no contract. Of course, an applicant may, at any time before the application is accepted, withdraw it, and

if he does so, is not bound to accept the certificate of insurance.

(b). DELAY IN ACTING UPON AN APPLICATION WILL NOT AMOUNT TO ACCEPTANCE.—An association is not obliged to act at once upon an application. The fact that an application for insurance membership is held for some time, and the rejection of the risk has not been signified, does not warrant a presumption of its acceptance. There must be an actual acceptance, or there is no contract. There is no authority for the proposition that mere delay—mere inaction, can amount to an acceptance. The opposite is the true doctrine, that if no answer is given to a proposition for a contract of membership, within a reasonable time the proposition is regarded as rejected. An association is not bound to accept an application even if no good cause for rejection exists. The directors or board may be actuated by other considerations than the quality of the risk. An association can reject the application, although part of the expenses or all of them has been paid. The application may be declined and the money returned.

(c). WHEN MEMBERSHIP AND INSURANCE CONTRACT BECOMES COMPLETE.—A membership contract for insurance never becomes complete until the last act necessary to be done by either party has in fact been done, although one side or the other may conditionally bind itself by a proposition which, when unconditionally accepted, ripens the negotiation into a contract. With benefit societies all these questions may arise. Unless provided otherwise in the contract, the acceptance of the proposal to insure on the terms agreed upon, is the completion of the negotiation, and after the certificate has



been forwarded to the agent or local lodge for delivery, the contract cannot be rescinded without the consent of the member insured. It is, however, different if any act remains to be done by the insured, or if it is stipulated that it shall not be binding until actually delivered to the insured. In some cases it has been held that the contract was complete as soon as the application was accepted and the policy deposited in the mail.

(d). **CONSIDERATION OF MUTUAL INSURANCE—ASSESSMENTS—FORFEITURE.**—The consideration of a contract of insurance in a mutual benefit or fraternal association is usually called assessments, dues, etc. The payment of the consideration is an important condition in all contracts of life insurance, and this subject merits careful consideration and examination by all members of beneficiary societies. A contract of life insurance in a mutual benefit or fraternal society is a peculiar contract. It is contended that the payment of each assessment is the consideration for insurance during the next following period. If this position is correct the matter of prompt payment merits careful consideration by the members. Such installments are clearly intended as the consideration of the insurance for the respective periods into which they are divided. The assessments are balanced against the benefits promised, and the payment of an assessment operates to continue the contract from period to period. The manner of calling these assessments is generally set out in the constitution and by-laws, which also generally provide that if the member does not pay his assessments at the time prescribed, he forfeits all his rights as such member, or is suspended from those rights until such time as he shall be reinstated, in accordance with the laws of

the association. It is important for the member to realize that he is subject to liabilities as well as entitled to privileges. The managers of a society or order have no right to make an assessment on a different basis than that prescribed in its laws. And the members of such, and their beneficiaries, have the right to rely on the observance by the company of the requirements of its constitution and by-laws. Although those charged with the duty of making assessments against the surviving members act in a ministerial capacity, the presumption is in favor of the regularity and legality of its assessments. When an association has followed the law in making assessments upon the surviving members, the latter are bound to pay such assessments within the time prescribed, as a condition precedent to the right to receive benefits and prevent forfeiture. Courts have uniformly held that an association may safely rely upon the failure of a member to pay his assessment as a just cause to forfeit his membership, and benefits under its charter, by showing affirmatively that it has literally followed the law and that the member is in default.

There is no more important duty connected with co-operative or fraternal insurance than the prompt payment of assessments. Upon this duty rests the essence of the contract, and makes it possible for a beneficiary to demand payment of a matured claim. No presumption of indulgence upon the part of the association, or risk of continued good health or life, should be indulged. These are all unreliable and disappointing, as evidenced by hundreds of cases of default. The law holds an association to the strict letter of the law. It can do no less with the member.



# OFFICIAL CHANGES.

Samuel Hunt has been chosen president of the Detroit Southern.

George F. Baer has been elected president of the Central of New Jersey.

C. Morris has been elected president of the Lake Erie, Alliance & Wheeling.

C. H. Warren has been elected vice president of the Central of New Jersey.

Joseph Ramsey, Jr., has been elected president of the Wheeling & Lake Erie.

S. M. Williams has resigned as second vice-president of the Central of New Jersey.

Richard Morgan has been appointed general superintendent of the Gulf & Ship Island.

W. L. Bull has been elected chairman of the board of directors of the Wisconsin Central.

J. E. Rodes has been appointed assistant to the president of the Tennessee Central.

Mrs. J. F. Kidder has been elected president of the Nevada County Narrow Gauge Railroad.

John E. Newell has been elected vice-president of the Lake Erie, Alliance & Wheeling.

R. E. Cahill has been appointed superintendent of the Missouri Pacific at Nevada, Mo.

L. L. Keller has resigned as division superintendent of the Missouri Pacific, at Nevada, Mo.

W. B. Doddridge has been elected vice-president and general manager of the Tennessee Central.

L. F. Loree has been selected to succeed John Cowan as president of the Baltimore & Ohio.

G. A. Richardson has resigned as division superintendent of the Baltimore & Ohio at Baltimore.

Lee McClung has been appointed assistant to the second vice-president of the Southern Railway.

G. O. Sarvis has been appointed trainmaster at Harrisburg, Pa., for the Philadelphia & Reading.

George C. Wilkins has been elected

president of the Baltimore & Potomac and the Union Railroad.

F. E. Allen has been appointed trainmaster at Lake City, Iowa, for the Chicago & Northwestern.

J. B. Wright has resigned as division superintendent of the Southern Pacific at Sacramento, Cal.

W. A. Wightman has been appointed trainmaster of the Choctaw Northern Office at Geary, Okla.

S. R. Kramer has resigned as superintendent of the Sandusky division of the Lake Erie & Western.

C. M. Himmelberger has been appointed trainmaster at Reading, Pa., for the Philadelphia & Reading.

George Dyer has been appointed superintendent of the Fort Wayne division of the Lake Erie & Western.

J. D. Coffey has been appointed trainmaster of the middle division of the Atchafalaya, Topeka & Santa Fe.

A. B. Newell has resigned as superintendent of the western division of the Lake Shore & Michigan Southern.

S. B. Zartman has resigned as superintendent of the St. Louis division of the Toledo, St. Louis & Western.

G. W. Vanderslice has been appointed division superintendent of the Northern Pacific at Grand Forks, N. D.

William Cotter has resigned as superintendent of the western division of the Grand Trunk at Detroit, Mich.

W. H. Whalen has been appointed assistant superintendent of the Chicago Northwestern at Oshkosh, Wis.

C. O. Jenks has been appointed assistant trainmaster of the Eastern of Minnesota. Office at Mahoning, Minn.

R. J. Sullivan has been appointed trainmaster of the Dallas and Waco division of the Missouri, Kansas & Texas.

H. Clay Pierce was elected chairman of the board of directors of the Mexican Central, to succeed E. Rollins Morse.

A. B. Newell has been chosen vice president of the White Pass & Yukon Headquarters at Skagway, Alaska.

Thomas Saunders has been appointed superintendent of the Nevada-California-Oregon. Headquarters at Reno, Nevada.

F. H. Ford has been appointed assistant superintendent of the Atlantic Voldosta & Western. Office at Jacksonville, Fla.

D. R. Bell has been appointed trainmaster of the lines north and west of Toronto Junction for the Canadian Pacific.

G. W. Inge has been appointed division superintendent of the Kansas City Northwestern. Headquarters at Kansas City, Kan.

J. C. Tucker has been appointed superintendent of the Rochester division of the Erie. Headquarters at Rochester, N. Y.

W. R. Baker has been appointed assistant to second vice-president of the Canadian Pacific. Headquarters at Montreal, P. Q.

L. R. Ford has been elected vice-president of the Midland Terminal, vice B. P. Cheney, resigned. Office at Denver, Colo.

E. E. Scranton has been appointed general superintendent of the Lake Erie, Alliance & Wheeling. Office at Alliance, Ohio.

Hugh Spencer has been appointed general superintendent of the Butte Anaconda & Pacific. Headquarters at Anaconda, Mont.

W. J. Singleton has been appointed superintendent of the Montreal terminals and Smith's Falls section of the Canadian Pacific.

B. M. Robinson has been elected president of the Harriman & Northeastern, and H. M. Winslow has been elected vice-president.

C. S. Goldsborough has been appointed superintendent of the Allegheny division of the Erie. Headquarters at Hornellsville, N. Y.

H. B. Spencer has been appointed superintendent of the Hull and Ottawa terminals of Chalk River section of the Canadian Pacific.

J. B. Thomas has been appointed superintendent of the Sandusky division of the Lake Erie & Western. Headquarters at Sandusky, O.

J. S. Noble has been appointed superintendent of the coast division of the Southern Pacific. Headquarters at San Francisco, Cal.

H. A. Ziesel has been appointed superintendent of the western division of the Lake Shore & Michigan Southern. Office at Chicago, Ill.

C. F. Sewell has been appointed acting superintendent of the Dakota division of the Great Northern. Headquarters at Larimore, N. D.

C. F. Schrage has been appointed acting trainmaster of the Choctaw division of the Missouri, Kansas & Texas. Office at Dennison, Texas.

George W. Cree has been appointed assistant superintendent of the St. Johnsbury & Lake Champlain. Headquarters at St. Johnsbury, Vt.

F. G. Martyn has been appointed trainmaster of the Canadian Pacific, and has jurisdiction over the territory from Smith's Falls to Hamilton, Ont.

J. W. Walton has been appointed superintendent of the Dallas and Waco divisions of the Missouri, Kansas & Texas, with office at Hillsboro.

R. A. Dugan has been appointed assistant to the president of the Elgin, Joliet & Eastern and Chicago, Lake Shore & Eastern. Office at Chicago, Ill.

E. A. Peck has been appointed superintendent of the Missouri and Arkansas division of the St. Louis Southwestern. Headquarters at Pine Bluff, Ark.

R. B. Campbell has been appointed general manager of the Elgin, Joliet & Eastern and the Chicago Lake Shore & Eastern. Headquarters at Joliet, Ill.

R. R. Jamieson has been appointed superintendent of the lines beyond Adirondack Junction to Newport, with office at Farnham, for the Canadian Pacific.

A. D. Bethard has been appointed general superintendent of transportation of the entire Missouri, Kansas & Texas system. Headquarters at St. Louis, Mo.

M. P. Denniston, has been appointed superintendent of the Indianapolis and Michigan City division of the Lake Erie & Western. Headquarters at Peru, Ind.

C. L. Harris has been appointed superintendent of the Fort Worth, Henrietta and Denton divisions and Sherman branch of the M. K. & T. Headquarters at Dennison, Tex.

E. M. Alvord has been appointed superintendent of the Mineola and Shreveport divisions and McKinney branch of the Missouri Kansas & Texas. Headquarters at Greenville.

F. C. Webb has been appointed assistant superintendent of the Willmar division of the Great Northern and Willmar & Sioux Falls Railway. Headquarters at Willmar, Minn.

J. E. A. Robillard has been appointed superintendent of the Ottawa section, east of Hull and branches and of Quebec section with branch lines connecting, for the Canadian Pacific.



When you change your place of residence or do not receive THE CONDUCTOR regularly, drop the editor a card giving your name, *Division number and address.*

Division 38 will discontinue its meetings during the months of June, July and August.

Brother J. S. Dunn, Ceredo, W. Va., desires the address of Walter S. Gravatt, formerly conductor on L. & N. Ry.

Brother W. A. Nash, Secretary of Division 332 at Jonesboro, Ark., desires the address of Brother J. C. Berry, last heard from at South McAlester, I. T.

We are indebted to the Brotherhoods of railway employes of Pennsylvania for an invitation to attend their grand union picnic to be held at Harrisburg on June 27th.

On one of the trips down the Mississippi while the possibilities for escape in case of disaster were being discussed, one good Brother asked his better half: "Suppose the boat should sink where will I meet you?"

Brother J. L. Leonard of Division 61 had stolen from his caboose at West Superior, his grip, in which was his policy to Mutual Benefit Department, service letters, etc., which he is desirous of recovering. Brother Leonard holds policy A 5334, and will be glad if the members will lend any assistance that will lead to recovery of the articles.

Brother Harry Cameron and wife of Division 1 and Auxiliary 100 love a joke. He permitted himself to be introduced to his wife by those who were not aware of their relation. Later on these newly made acquaintances during the trip were surprised to see the marked attention shown each other by the namesakes, but explanations followed that cleared the mystery, but marked Harry an object of revenge should opportunity offer.

The Secretary of Division 48 desires to announce that in the raffle for the 100 owned by Brother Geo. Kleinhaus of the Division, Mr. James Moore of Jackson, Mich., a member of the B. L. E., held the winning ticket, No. 417. He also extended on behalf of the Division and of Brother Kleinhaus thanks to all who assisted them in their effort.

Brother H. W. Mathews, delegate from Division 392 lost his pocketbook in St. Paul. It contained his annual pass over the Santa Fe system for all lines west of Albuquerque and his Division card, No. 9239, for 1901. Any information concerning the above will be appreciated by the Grand Secretary and Treasurer as well as Brother Mathews.

A Brother from the Buckeye state had the misfortune to get a foreign substance in his eye while traveling the transfer path from St. Croix to Taylors Falls. There was an immediate congestion of "traffic" behind him and he was urged to "explain delay at once." He made the laconic reply, "Lamp out and cinder in my eye."

Brother C. W. Vaughn of Hillsdale, Mich., is very desirous of learning the address of Charles W. Stevens, who worked out of Jackson, Mich., on the M. C. R. F. not long since. As a matter of much importance is involved Brother Vaughn asks that any Brother knowing the whereabouts of Mr. Stevens kindly communicate the same to him at above address.

Brother C. A. Wilson, Second Vice Grand Master of the Brotherhood of Locomotive Firemen was one of the most active figures in lending assistance toward entertainment of the conductors and their wives during the B. L. F. reception on the trip down the Mississippi. He possessed marked ability as a juggler of sandwiches and won applause from those who had the pleasure of witnessing some of his remarkable feats in this connection. Those who had the pleasure of participating in this trip pronounce Charles "all right."

The excursion of delegates and visitors on Sunday, May 13, to the Dalles, had in it a short transfer by foot from St. Croix, over the river to Taylors Falls. Among this number was a Brother whose avardupois was somewhat against him and while lending assistance to his better half whose proportions were on the same lines, was heard to declare that he would rather die than double. He made the hill the first time.

In our last issue we recited the shameful betrayal of confidence by the New York Sun in their agreement with Typographical Union No. 6 of New York. It is gratifying to learn that scores of business houses have withdrawn their patronage to this sheet which demonstrates that the people do not subscribe to such traitorous actions and stand ready to support justice in her demands.

The Everett Anti-ticket Scalping bill has been signed by the governor of New York and henceforth speculating and swindling in railway tickets will be outlawed. The railways will redeem any part of unused tickets and will give the holder all the advantages for travel which the operations of the scalpers heretofore made impossible. Pennsylvania and New York now together lead the country in the abolition of a great abuse, not tolerated by any other country, and their example will soon be generally followed.

The Textile Workers of Danville, Va., sought to reduce their working day from 12 hours to 10. They organized in March, 1900, and on Jan. 1, 1901, were granted a 10 hour day until April 1st, when the employers expected them to return to 11 hours per day. The workers objected to the 11 hour day and were locked out. Through their Union and with the endorsement of the A. F. of L. they request financial aid. Contributions should be sent to Harvey Walker, Box 216, Danville, Va., and notice of contributions should be given to Prince Greene, Box 415, Phenix, Ala.

Not a little interest was manifested by the members of the Order everywhere, who knew Brother A. J. Manley of Division 40, when the press reports gave it out that a rich deposit of iron ore had been discovered upon a farm owned by him near St. Paul, and that J. J. Hill was offering large figures for options. The Pioneer Press of May 30 denies the major portion of the reports and says that the state geologist pronounces the ore bog iron, and that it has no commercial value. It would give us pleasure to know that Brother Manley had struck it

rich and we were disappointed at the result.

The type made us say in our last issue that Stella Division 153 was organized at Danville, instead of Decatur, Ill., and gave credit to Division 127 instead of Division 74 for able assistance in their organization. No doubt that the good things said of Division 127 made the members feel good but in all fairness to those who participated we must give credit where it belongs and lay the honors upon Henwood Division 74. This Auxiliary starts out with an able corps of officers and backed by such material as 74 possesses there is no reason why they should not make a strong combination for the good of the Order.

Brother J. C. Pugh of Division 53 reports that while he and his crew were working at East Dallas, Texas, on the night of May 16 some person or persons broke into his caboose, and closet, and stole his pocketbook containing quite a sum of money and his Division card No. 4834, and requests that members will kindly keep a close watch for the card, and endeavor to apprehend the thief, and to lift the card when presented, and secure all information possible relative to the holder of card, and how it came into his possession, and kindly send card and all information to the secretary of Division 53, Brother E. B. Kollert, box No. 294, Dennison, Texas.

After July 1 news butchers will be a thing of the past on the trains of the Chicago, Burlington & Quincy. The many thrilling tales told of the peanut butcher in the past about his coming to the rescue of suffering passengers with the succulent peanut during the long journeys across the continent, must go down in history as a part of the early privations of traveling. Of course, the public will regret to see him go, but library cars and uniformed agents at stations en route are to take the place of that familiar character who loads your lap with gum drops and figs and holds a copy of Puck or Judge before your eyes until in your struggle to rid yourself of his presence you dig up the price of his goods.

The Grand Chief Conductor has received official copy, over signatures of Grand Master P. H. Morrissey, and Grand Secretary and Treasurer, A. E. King, of the Brotherhood of Railroad Trainmen, of the following resolution, passed by the fifth bi-ennial convention of the B. R. T., recently held in Milwaukee, Wis., which embodies sentiments that will be highly appreciated by all our members:

"WHEREAS, The Order of Railway Conductors, through their Grand Chief Conductor, Brother E. E. Clark, expressed their warmest sentiments of fraternal concern and esteem, be it

"RESOLVED, That we convey to the Order of Railway Conductors, through their Chief Executive, the assurance of our brotherly friendship and hearty co-operation, and at the same time express the hope that our sister organization will be attended with the greatest success in their efforts as an organization of labor; and that our relations in the future will be as harmonious as in the past.

"RESOLVED, That a copy of these resolutions be presented to the Grand Chief of the Order of Railway Conductors, and appear on the records of the Convention, and that they be printed in the Trainmen's Journal."

We have arranged to reproduce the latest legal decisions upon subjects of interest to our members, and under the head of Legal will hereafter be found a liberal interpretation of the laws affecting membership in insurance societies and will be of great value to all our members who will take the time to digest it.

The new century postage stamp bearing the words "Fast Express" and the picture of a vestibuled train, printed in two colors and beautifully engraved, was taken from the New York Central's Empire State Express, the most famous train in the world. That such a design was selected by the government not only reflects an honor upon that road, but it is received with pleasure by the army of men in train service throughout the country that a railway train should have been selected as a design by Uncle Sam.

Brother Charles Sulfer of Division 119, who has had fifteen years practical experience in railroad work, has invented a safety lock switch stand, which, it is claimed, displaces the old and dangerous padlock. The main features claimed for it are safety, durability, simplicity and convenience. The inclosed lock eliminates the danger of attack from miscreants, either for the purpose of causing a wreck or theft of the lock itself. It is protected from rain and the elements and cannot become rusted or refuse to operate. The arrangement of the parts manipulated by trainmen or switchmen, are such as to make a positive fastening of the switch without special thought on the part of the operator. The switch is to be made entirely of malleable iron and steel, thus making it the most substantial switch stand in the market and doing away with the danger of the proverbial "broken foot." As the key hole is always in the

same place in relation to the structure of the stand, it is possible for a trainman to introduce the key, unlock and throw the switch with one hand in less time than it takes to unlock and unhook the ordinary padlock, a feature that commends itself to those who carry a lantern, or even a man with one arm. The principle of construction permits any key to be taken as a pattern in cutting the locking bolt. This arrangement makes the gradual displacement of padlocks possible without a change of standard keys.

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

CARD NO.	NAME.	DIV. NO.
1203	J. Mulroy	
2231	E. W. Williams	14
2843	Walter Malsch	
2884	James P. Mundy	4
4834	J. C. Pugh	5
5354	F. P. Newell	30
5813	Wm. Hinds	5
5988	W. E. McCroan	21
6193	S. Whiting	8
6642	O. L. Babbitt	14
8468	C. F. Lossing	15
9239	H. W. Mathews	39
9576	J. A. Straney	3
9813	C. A. Minturn	24
9895	G. W. Lewis	19
9981	John Werts, Jr.	14

### CARD OF THANKS.

*To the Lake Shore & Michigan Southern Conductors:*

Elsewhere in this issue mention is made of the magnificent present given me by the conductors of the Lake Shore system. Fifteen pieces of cut glass, together with two sterling spoons, were displayed in the parlors of Hotel Ryan at St. Paul, which came as a token of esteem from those who took this method of reminding me that they still hold me in memory. I would be impossible to express my appreciation of the sentiment that prompted the presentation of this valuable token of their esteem. While its loveliness is much admired and will ever remind me of the noble men who contributed such loyal support to their general committee of adjustment during times of adversity, the thought that I possess their confidence and esteem is of far more value than precious gems or any honors that could be conferred. These expressions coming from the heart as they do, perpetuate a tender memory and cement our hearts in a lasting affection that time can never efface. With the simple expression thanks, believe me that it is one covering every feeling of gratitude that I possess.

Yours sincerely in P. F.,

W. D. ANDERSON.



Laird and Lee of Chicago, have added one more to their series of Vest-Pocket Reference Books. Its title is Electric Sparks. The work has been prepared by a scientist of reputation, and among the subjects lucidly treated therein, we find the following: Theory of Electricity and Magnetism, Batteries, Accumulators, Wiring (with estimates of cost for houses of various sizes) Dynamos and Motors, Lighting, Electric Railways, Plating, Telephone, Telegraph, Cables, X-Rays, Wireless Telegraphy, Welding, Electricity applied to medicine (with special Modes of Treatment for a number of Diseases), Tables of units, etc. It will prove of value to students of Electricity and to all those interested in the mysteries of this strange force. (Full leather, full gilt, 75 cents. Cloth, marbled edges, 50 cents.)



Union label of the American Federation of Musicians.

### CARD OF THANKS.

*To members of O. R. C. on C. B. & Q. special train, Chicago to St. Paul and return, May, 1901:*

The undersigned recipients of a token of your appreciation of our efforts to make the trip of members of the O. R. C. and their ladies, to St. Paul over the Burlington Route, a pleasant one, desire to try and thank you for your share in the gift and to say that the letter accompanying the gift would have more than compensated for anything we may have done to make the trip a comfortable and enjoyable one. The pins are beautiful and to say that we are pleased does not begin to express our feelings. We thank you kindly for the gift and hope that at no distant day we may again have the pleasure of arranging for an O. R. C. special over the Burlington Route.

Yours truly,

FRANK E. BELL,  
City Pass. Agt. C. B. & Q. R. R., Chicago.  
FRANK H. REES,  
Ch'm. Com. Div. 96, O. R. C., Aurora, Ill.

The short stories which appear every day on the editorial page of The Chicago Times-Herald, are a feature of the paper greatly enjoyed by the general reader. They are crisp and right to the point and leave a pleasant sensation after they are finished. A variety of subjects are treated, but special attention is given to matters of current interest. Sometimes these stories are pathetic, but more often they are delightfully humorous. A pleasant feature about them is that they are never long. There is no tedious wading through a lot of dry stuff before you come to the point. These stories are contributed by a bright staff of men, regularly employed on the paper, who get out among people and have the best opportunities for seeing the interesting side of life in its many phases.

**SUBSCRIPTIONS.**—The Trainmen's Journal has tried to do all it could to have the members take hold of this work, but it appears there are too many local demands made upon business men and the friends of the lodges to allow them to do much for the Journal. Inquiry has furnished information, why subscriptions cannot be secured: "Just held a ball and sold tickets;" "just got out an advertising souvenir and sold space;" "just held a raffle and sold tickets and they won't buy again for a while," and this perhaps is why subscriptions are slow. Try and work off a Journal occasionally. If each agent would do his share and send one subscription a month it would mean eight thousand a year, which would be three times more than we have ever had. Will you do it. [Others find it difficult.—Ed.]

The Illinois Central has shown a more liberal spirit in forming a basis for age limit than most roads that have adopted the "age lock out," and while its operation still keeps many able bodied, efficient men out of service whose experience and ability would contribute much to the good of any company, it leaves the door open to a goodly number who may be considered in the prime of life. The following rule has been adopted by the directors in connection with the new pension department:

No person *inexperienced in railway work* over thirty-five years of age, and no experienced person over forty five years of age, shall hereafter be taken into the service; provided, however, that in the discretion of the president persons may temporarily be taken into the service irrespective of age for a period not exceeding six months, and that this period may be extended, if necessary, to complete the work for which such persons were originally employed; provided, also, that with the approval of the board of directors,

persons may be employed indefinitely irrespective of the age limit, where the service to be rendered requires professional or other special qualifications.



An important decision affecting wage-earners, garnishments, bankrupts and loan agents was decided by Judge Dunne of Illinois. He ruled that assignments of unearned wages as security for money lent will not be enforced in the courts.

The case was that of J. H. Mallin, a clerk employed by P. D. Armour & Co., who borrowed \$150 from C. F. Wenham, a broker, in 1898, and who gave to Wenham an assignment of his wages for ten years at usurious interest. Later Mallin was adjudged a bankrupt, and the broker began garnishment proceedings, which Armour & Co. resisted. The judge cited several laws that protect wage-earners, and held that the bankruptcy proceedings alone barred collection of the debt, adding that if the assignment in question in this case be upheld, any employer or employee can evade and avoid the Illinois laws by giving or accepting such an assignment at any time before the wages were earned. Judge Dunne further said:

"If a laborer or employee can be permitted to mortgage or assign absolutely his whole earning capacity for ten years in advance, he can be permitted, upon the same principle, to mortgage or assign his earning capacity for life. If this be possible, the thirteenth amendment to the Constitution of the United States,

which declares that 'neither slavery nor involuntary servitude shall exist within the United States,' would be practically nullified."

A perpetual injunction was granted restraining collection of the assignment.



In the democracy of the dead all men at last are equal. There is neither rank nor station nor prerogative in the republic of the grave. At this fatal threshold the philosopher ceases to be wise and the song of the poet is silent. Dives relinquishes his millions, and Lazarus his rags. The poor man is as rich as the richest, and the rich man as poor as the pauper. The creditor loses his usury and the debtor is acquitted of his obligation. There the proud man surrenders his dignities, the politician his honors, the worldling his pleasures; the invalid needs no physician, and the laborer rests from unrequited toil. Here, at last, is nature's final decree in equity. The wrongs of time are redressed, injustice is expiated, the irony of fate is refuted, the unequal distribution of wealth, honor, capacity, pleasure and opportunity, which makes life so cruel and inexplicable a tragedy, ceases in the realms of death. The strongest there has no supremacy and the weakest needs no defense. The mightiest captain succumbs to the invincible adversary, who disarms alike the victor and the vanquished.—The Conservative.

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OLD ADDRESS	
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.....	
Be Sure and Give Old Address and Division Number.	

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MANUFACTURED  
ONLY BY



LIST OF PARTS

No.	Name	Quantity
2A	Pin	1
86 S.	Shank	1
86 STS.	Shank	1
86 H.	Head	1
86 W.	Washer	1
243B	Pin	1
86 STS.	Shank	1

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# PISO'S For Consumption CURE

We always keep Piso's Cure for Consumption in the house for coughs and colds. The children beg for it. We have recommended it to our neighbors.

MRS. J. T. BALKS,

Box 43, Augusta, Okla., Sept. 5, 1900.

Piso's Cure for Consumption cured my daughter of an awful cough which whooping cough had left her with. I say that it is the best remedy for cough I ever used.

ADELBERT C. FANGSHEN,

Conway, Mich., Sept. 17, 1900.



# The Railway Conductor

JULY



1901



PUBLISHED BY THE  
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CEDAR RAPIDS, IOWA

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VOL. XVIII.

CEDAR RAPIDS, IOWA, JULY, 1901.

No. 7.

## THROUGH A WOMAN'S APPEAL.

BY W. D. ANDERSON.

Lower Yard Shanty was not upon the time card nor was it even marked upon any map, yet there was not a man who had ever traveled through the territory traversed by the South Shore Line, either in search of work or in the service of that company, but could find his way in the darkest night to the little shanty at the lower end of the yards, where men in all branches of service congregated to talk "shop." Of course the roundhouse was well patronized in this respect, and there was no time, day or night, but that at least two persons could be found between some of the many stalls under its roof; but, after all, they were not to be considered in comparison to the representation that thronged the "shanty." It was here that the foundation for all changes in rules and time card first found birth. An order issued by the management and posted upon the board at the shanty met with instant disfavor if its issuance had not been anticipated and their opinions expressed prior to its being bulletined. It was here that all promotions were first conceived and the tonnage of engines figured out for each hill over the division; in short, everything was done here except the making out of pay rolls, and even that was commented upon at times by extra brakemen and others who gathered there.

On the evening upon which our narrative opens there were a score of persons, representing every branch of train service, in the shanty. A bulletin had been issued that came to them as unexpectedly

as if a thunder bolt had fallen amongs them. It read:

*"To Whom it May Concern:*

Mr. J. E. Roach is appointed superintendent of the western division, vice M. J. George transferred to other duties. Mr. Roach will assume his duties on May 1st, and we ask that the hearty co-operation of all employes be given him."

"Who knows anything about this new super that's coming? What was the matter with M. J., anyway?"

It was Ted Meek who made this inquiry. Ted pulled the limited for years, and had a pedigree of every railway official of any note throughout the country in his mind, and any person of whom Ted had not heard was booked at once as a know-nothing or college production whose knowledge of railroading was confined to stories he had read rather than to practical ideas.

"Aye bain known hem way out en Dakotah. He bain one dam mean feller by de main dere. Hae descharge tree main off de gang one night cause dey seek. Hae say dey drunk. Dey was no drunk no more like aye."

It was a settled conclusion after Ole Oleson had spoken that the new superintendent was a man whom they might expect to exercise severe discipline over his employes, and Ole was questioned until the shanty occupants had formed the basis of a pedigree for their new superintendent.

The day finally arrived when the men had the opportunity to form an opinion of their new superintendent by personal

contact. He was stout built, of dark complexion and piercing black eyes that looked from beneath heavy, black, shaggy brows. A black moustache covered his lip and hid a cynical smile that seemed to lurk there. His greeting to those he met was inclined to be formal, notwithstanding his attempt at friendliness. As he was presented to old Denny Murdoch, who watched over the yards days, and and who has rendered efficient service for fifteen years as general yardmaster, he said:

"It is my purpose to infuse some new blood into these yards and introduce economic features that will do away with considerable superfluous help employed, Mr. Murdoch. I will see you again, but in the meanwhile you may cast around and see where we can make a saving in this respect, and I will hear what propositions you may have to offer."

"We're working the yards now on short force, Mr. Roach. There stands seventy cars over beyant the chute now that ought to be weighed and twenty-four transfers to be delivered, but ivery ingine is in sarvice this blissed minute and we're getting crowded more and more ivery day. We've orders now to pull off one crew ivery afternoon till further orders, so ye can see how things are yourself."

"So far as I have been able to judge the work is not assigned properly, for I see a pony now over there that is standing idle. This shows lack of management on some one's part, and as general yardmaster I shall expect you to advise some remedy."

"If ye will paardon me suggestion, Mr. Roach, the yard is too small or ilse the tracks ain't right for both to worruk at the same time. They can't both worruk on a single lead, ye know, and ivery train or ingine going to the house or up into the upper yards must go through the puzzle beyant the bridge. The work hez got to stop then."

"I will hear any suggestions you may offer on next Thursday, but I cannot consider any proposition to make any changes at present."

As he walked away, Denny scratched his head and muttered:

"If it's new blood he wants to run

these yards with less foorce, he'll no find the same in Denny Murdoch's veins."

One by one the men who met the new superintendent went away with conflicting emotions, some resenting and others boldly asserting that they would never put up with any such ideas as he had proposed to carry out. They gathered in little knots about the Shanty and discussed the new situation that confronted them in the establishment of the new ideas that were to revolutionize those methods that had been productive of such good results for so many years on the South Shore.

"Here comes Will Bateman," said one "let's hear what he has to say."

"That's so; Will has fought our battles for us and knows about how the management feels toward the men, and for one I am willing to do what he says in this matter."

"You are just the fellow we want to see Bateman. I suppose you have heard of the changes that the new super intends to make?"

"Yes, I have heard some talk of curtailing expenses where it seems impossible now to make them, and have heard of some new rules that he proposes to make curtailing the privileges that we have enjoyed heretofore in train service."

"What is your opinion?"

"Well, Jevins, you are an old engineer and you, too, Mathews; but I have no hesitation in saying to you that you will find it to your advantage to live up to the letter laid down by the new superintendent. If those rules prove disastrous he will be called upon to answer, not us. Let each one of us do as nearly right as we can without making any complaint, and you will reach the end more satisfactorily and more surely than if we went to bucking his orders. Will you try it, boys?"

"That we will, old boy; but if his record comes straight we may look for a few sacrifices to impress us with his authority. We don't want to see any one go, and if it comes to the worst the conductors will expect you to take up their cases with the management."

"You may depend upon me, but I want you all to serve faithfully, so that I will have some merit upon which to base a

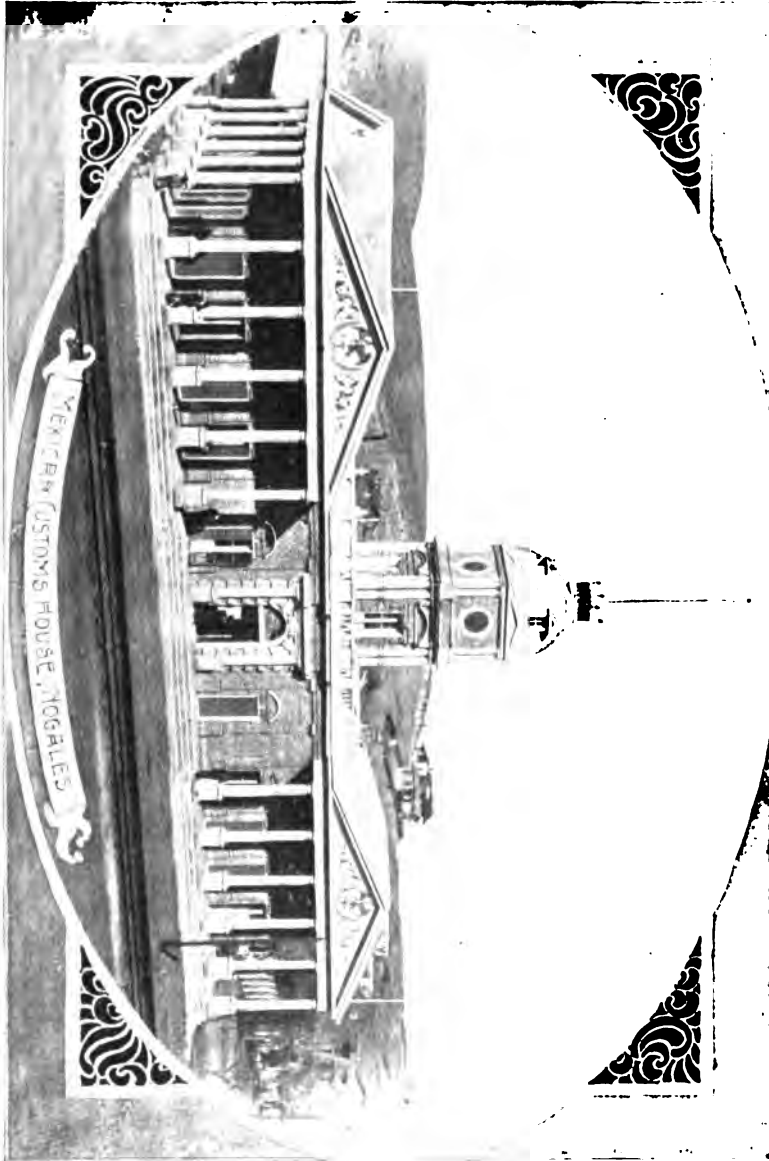
plea in case you are disciplined too severely."

"Count me in," said one.

"And me, and me," said others.

The day for suggestions came and went

that Mr. George Roach would succeed Mr. Denny Murdoch as general yardmaster of the lower and upper yards, and that the supervision of the middle yards would be under Mr. Murdoch, who would



—Courtesy Southern Pacific Railway.

without Denny showing up at the office. Work in the yards was carried on upon the same lines that had been followed for two weeks longer, then came the notice

report to Mr. George Roach.

"That's the ould man's son, and he's a foine b'y," said Denny, giving Bateman a sly wink one evening as the crowd stood

listening to catch the latest gossip. "But, Billie, what do yez think of th' order about the shoppin of the flyer?"

"Well, Denny, that order is all right. It intends to keep the track clear of the flyer and I don't believe that anything short of dismissal would make the boys keep out of her block and take absolutely no risk whatever on that train's time. She is our competing train with New York and I believe that the old man is justified in making it good and strong."

"Thot's all right, Billie, but it's not you nor some other of the likes of ye thot will git on her toime. It'll be some poor devil who has the devil's own luck, now see if it don't."

The infusion of new blood and the introduction of new ideas worked disastrously notwithstanding the earnest efforts of the men to carry them into execution. The old man, as he was commonly known among the men, attempted to supervise the work but try as he might there were the most grievous delays constantly piling up which kept not only his office force busy answering correspondence but kept the men in a fever of excitement which added to the many blunders that were making a sorry condition of affairs. It was during this condition of affairs and while in a most vexatious mood that word came that John Geyer had stopped the flyer.

Ordinarily a message with such a rhythmic jingle would have been taken up and "John Geyer stopped the flyer" been made a by-word to hurl at that individual at every opportunity, but under the circumstances it had an opposite effect and all were sorry to hear such news and when Denny saw Bateman coming down through the yard he called him and said:

"Johnie Geyer got the ax. The ould mon niver axed any questions—just fired him bodily. Didn't Oi tell yez, Billie, that some poor devil would git struck? Oh, worra, worra! Et's too bad."

Nothing short of death could have cast such a gloom over the men as they met at the shanty and talked in low tones over the unfortunate dismissal of one of their number.

"They say," said Fred Sears, "that he crossed over from the east bound to the west bound on the supposition that 5 was

late. He had one hour of her time and when Bailey came along he asked Geyer how much time he had on 5, John told him one hour and then Bailey hollered back in fun, 'I've got two.' John took him at his word and went out on main track and before he could get his flag in he had stopped 5. So you see how the thing stands."

"Vos fife nit late?" asked Jake Heiler.

"Yes; he had used his hour and was in to clear but when Bailey hollered two hours he had some work to do and got out on main line."

"I dink me dot Paily mit his tamn foolishness vas to plame for des. Ven I be sheneral manager I shusht put de plame vere et belong und I say to Pailey, I ax you ven I vant you to deespatch trains."

There was a hearty laugh at Jake's way of disciplining, but there were those present who saw the serious side of Jake's argument and it was concurred in that he was right in principle at least if not in practice.

\* \* \* \* \*

Nine months rolled by. The vacancy caused by the dismissal of Geyer was filled by one next in line for promotion and the surface of affairs once more became calm leaving no more indication of its having been disturbed than the tiny pebble that ruffles the calm surface of the lake for a moment, gradually assuming its calm with each receding wave. Winter now came and with it hardship to many who had to face its chilly winds while working their way over the road under the vicissitudes which follow a life on the rail. But even those so engaged had little to complain of as compared to poor Geyer whose appeal for work met with discouragement at every turn.

It was one cold, bleak night in December while Will Bateman was sitting with his family around the cozy hearth and congratulating himself that he was to have a night in the "straw," that the conversation turned to John Geyer and his unfortunate condition.

"Have you ever made any attempt, husband, to have him reinstated?" Mrs. Bateman asked.

"Our laws are such that unless the Division finds in a case a cause for complaint because of an unjust decision, that

e cannot make a grievance of it, and while I would be willing to ask for John's reinstatement, there is no just ground upon which we can make such request. He understands this and has admitted

Geyer to accept a loaf of my bread which I assured her was a sample of my good luck. I happened in just as they were sitting down to tea and I could scarcely keep back my tears when I saw what had



— Courtesy Southern Pacific Railway.

at he has no hope in that connection." "But, husband, I hear that they are actually in want. He is too proud to accept charity and it was only by a little use that I succeeded in getting Mrs.

been provided for those two hungry little mouths to say nothing of Mr. and Mrs. Geyer. Why, don't you know, three small potatoes and a heel of bread, some pepper and salt, was all in the world they had for

supper! I left my small donation wishing it were a hundred times as much."

"We have offered him a check on our bank account, but he refuses all, saying that he don't want charity, but work. What can we do? I am sure that if it were possible to find a job for him I would do so, but his age is against him and besides he has a crippled hand and all these things tell against the poor fellow. It is such as he that sacrifice their own lives when the limit is reached and I fear he is reaching that end."

"Don't you think that you could do something for him if you plead for him before the general manager on your next committee session—will you try—for my sake, for the sake of those little children?"

"Yes, Madge, I will try, but I know what his answer will be; still he can do no more than refuse me. I will meet the general tomorrow and I promise you that I will avail myself of the first favorable opportunity to impress upon his mind the destitute condition of that family and beg that he give Geyer employment of some sort."

Mrs. Bateman put her arms around her husband's neck and said:

"May God reward your efforts, for their condition is truly pitiful."

\* \* \* \* \*

"Come in, gentlemen; make yourselves at home. I received your note asking for an audience on certain matters relating to Branch pay. That is the object of this visit is it not?"

Phillip Rollins, the general manager of the South Shore, wheeled around in his chair and stroked his fine gray mustache, while his keen eyes seemed to read the very thoughts of those about him. He had a kind face, yet those gray eyes and the square cut chin betokened a determination that was hard to conquer.

"It was," said Will Bateman.

"I believe I have said once before that we are willing to pay as much as our neighbors who are similarly situated and whose conditions are the same as our own. I have made careful study of the situation and find that we are now paying our conductors more money than those lines adjacent to our line and even more than some lines whose men run more miles and whose work is much harder. I am

willing to listen, however, to any suggestions you may have to offer in this respect."

Then followed a line of argument backed up by figures taken from other lines, showing rates and conditions such territory as compared most nearly with their own. An eloquent appeal followed to lay aside averages and consider the system by divisions, measuring the work and pay by the work and pay neighboring roads whose conditions were the same. Little by little Bateman was gaining ground until he saw the line of defense thrown up by the general manager begin to waver. At last it came:

"All right, boys, we will give you what you want for the North and West branches, but we cannot agree upon the proposition for the Middle, South and East branches. How will that strike you?"

"We thank you very kindly for the concessions you have made and we feel sure that the boys will thank you, too. Social conditions are constantly changing, you know, and in order to keep pace with the times we must have access to those things which make us better men, better servants and better citizens. This takes money, and when conditions in our world warrant an increase now and then we come to you hoping to convince you of this necessity," said Bateman, laughing.

"That's right, William. Have I ever turned you boys away on a just complaint?" he asked, while a smile twinkled in his eyes.

"Never, sir."

"Well, I hope I never will, either. No, be good boys and go home and watch your duties carefully. How are the boys getting along on your division, William?"

"Pretty good, with one exception."

"And that exception?"

"It is rather painful to speak about, sir, for it brings to mind her who pleaded with me before I came. She whom I have never denied a wish in my life, yet was to speak now I must say to you that would be without any authority for those I represent. Our laws are such, I have told you, that we cannot consider a grievance until our local bodies have constituted it a grievance after thorough investigation of its merits. The excep-



on I referred to is one which we have turned down."

"And yet there must be something in the case or she of whom you speak would

perhaps you remember his error in stopping No. 5?"

"Oh, yes. That was a serious error, too, and one which, at the time, struck



—Courtesy Southern Pacific Railway.

ot have asked you to intercede?" said the general manager, half inquiringly. Let me hear what you have in mind."

"I refer to the Geyer case—we have never brought it to your attention, but

me as one of unwarranted carelessness. That train must be protected and it was decided that any negligence shown which in any way contributed to its delay, or to its safety in particular, must meet with

summary punishment. Geyer, unfortunately, was guilty of both charges and we had to let him go."

"I have no plea to make for him; under our laws we can make none; he pleads guilty himself and does not ask to be returned to duty."

"Well! And what is Johnie doing now?"

"He has done everything he could find to do. He is independent and will not accept charity and his earnings have not been sufficient to keep the wolf from the door. Still he holds his head up proudly and hopes that with the dawn of each day something will turn up to bring in a bite to the little mouths that often go to bed hungry."

"Well, well! I hope it's not that bad, William?"

"Mrs. Bateman came away from there night before last and told me that three small potatoes and a heel of bread constituted their evening meal. That, you will admit, would not feed one, to say nothing of the two hungry mouths and empty stomachs whose possessors don't understand why they must be sent to bed hungry."

Phillip Rollins arose from his chair and paced the floor. He seemed to be trying to fix his gaze upon something far up the street, while at the same time clearing his throat of a sudden hoarseness.

"Yes, that is truly a sad condition of affairs," he said almost inaudibly.

"We believe that the poor fellow could endure privation and suffering with a smile were it not for the haunting eyes of the hungry little ones. He has a noble wife, too, who shares every burden he has to bear, but even she, too, is showing the privations she has borne. I am convinced that Johnie heartily repents his error and that its enormity will never be lost upon him. Wherever he goes he will carry with him an experience that will make him a valuable servant to those who employ him. He will never make such an error again."

"Would you vouch for him not doing so, William?" said Mr. Rollins, turning suddenly on his heel.

"I certainly would, sir."

There was a suspicious moisture in the eyes of the old man as he said:

"I believe he will make us just as valuable a servant as any other company. I can appreciate the condition you describe that exists in his family, and I feel deeply for him. I cannot bear to think of taking home your suggestions, yet we all imagine ourselves placed in similar circumstances at times if we are human; and then our hearts must respond. I am going to be guided by your impressions in this matter. You say you vouch for him; I can almost say as much myself." Then he touched a button, which was answered by his chief clerk. "Mr. Brown, you may make out a voucher for John Geyer for a full month's pay. You will also wire Mr. Roach that he is reinstated, the reinstatement taking effect the first of this month, together with all rights he enjoyed before his dismissal. I guess this will fix him out all right; don't you think so, William?"

It was Bateman's turn to walk the floor now and look up the street at signs which appeared blurred and indistinct. He could only nod his head in assent.

"Perhaps," said Mr. Rollins, "you would like to take the check with you; for possibly it might not reach him otherwise before Monday, and with the amount called for on this check he need not suffer for those things that fill the inner man."

"Yes sir; I will be pleased to do that, and if you please I would like to carry a copy of the order for his reinstatement with me, too."

In a few moments Will had both in his possession; and, as he grasped the old man's hand, he tried to utter his thanks, but his voice failed. He stood speechless clasping the hand he held in both his own until relieved by Mr. Rollins, who said:

"I understand, William; I understand. Tell the boys to be good and watch out—don't take any chances."

"I will tell them sir—I will—God bless you."

There were tears in the eyes of all as the committee filed out of the office, and it was not until all had proceeded quite a distance that George Ashley spoke.

"Boys, that was the noblest victory ever won."

"But what will Mr. Roach say about

many reversals of his decisions with all pay for his men for time lost," said J. Robinson, who had cause to feel happy in this respect.

"Boys, you must not refer to that exult-

serious errors that, in my opinion, will be the cause of his removal sooner or later. Until that time comes treat him courteously and say nothing to any person about our victory."



—Courtesy Southern Pacific Railway.

gly or use our influence with the old man in defiance to Mr. Roach's wishes. It is neither honorable nor right to glory over another's downfall. Of course we are right, but Mr. Roach has made some

"But the boys will find out sooner or later what we have done," said George.

"That is true, but let no word of yours be spoken to indicate contempt for the man who is our superior officer."

"The boys ought to know the part you took in winning this case," said Ed.

"You will never get half the credit due you if you don't explain to them," said George.

"It is enough that I have done my duty. I am not looking for bouquets."

Then they parted, each one going in a direction that would take him to his home. Will took the limited toward Chicago; the others went another direction. His mind was busy picturing the happiness his tidings would bring, and scarcely realizing the flight of time or the distance traveled, he soon found himself at the end of his journey amid the bustle and din that is common at all terminals where engines are changed and where inspectors and baggagemen seem to vie with each other in making the loudest din. Will's mind was centered upon one thought.

"I am just in time to find them at supper; I wonder what Johnnie will say," he was saying to himself as he turned to his left around the corner that led to their little home. "I will not stop to rap; I will go around the house and walk right in, just as if I were at home."

As Will reached a spot where the light was streaming from the window he halted and looked within. He heard a strong, manly voice raised in prayer, thanking Him above for his mercies and asking blessings upon the humble morsel of which they were about to partake. When the bowed heads were raised Will lifted the latch and walked in.

"Just in time for supper and I'm hungry as a wood chopper. Just got back from headquarters, and I always long for some home made grub after such trips," he said cheerily.

"You are welcome to my share, Will," said John, "though I allow it will not be much when the babies get through. The babies first, you know, and big folks last," he said with a laugh that had an almost bitter ring in it.

As Will looked upon the table, with its clean, white spread and shining dishes, he noted that the repast consisted of a few boiled potatoes, some pepper and salt. There was no bread. A glass of water took the place of coffee or tea at each plate, and yet he heard no complaint.

"I will decline at this time, Brother John, to accept your kind hospitality and at the same time present you with this," handing him the check that Mr. Rollins had presented, "that you may be better able to extend a more liberal hospitality when I come next time."

"I must ask that you excuse me from accepting it. I am hard up just now and need money, but I am too proud to accept charity. I want work," he said, shoving the check away from him. "The boys of Division — that I thank them from my heart as I have thanked them before for their generous offers to assist me. I must decline them now."

"But, Brother John, this check does come from the Division; it comes from the company. It is yours."

"The company, you say? They do not owe me a cent, do they Ethel? They paid me every cent I had coming when I got let out."

"Yes, that's true, Mr. Bateman. There is some mistake," she said, arising and approaching the corner of the table where the check lay. "Why John! It reads 'for services rendered during the month of November.' You have been idle nine months and rendered no service in the month."

"Well, Mrs. Geyer, I must inform you that this check is a part of the result obtained during our session with the management. It is yours to do with as you like, and if the services of John had not been such in the past as to warrant this payment as a premium on his long hours and faithful work he would never have gotten it. It has been well earned. Take it."

John's head bowed upon his hands while his wife's arms stole about his neck. The sweet little girls looked upon the joyous scene and then at their father's face. They could not understand why tears should stream from his eyes and they wept silently in sympathy with him. Brushing them away he grasped Will by the hand and said:

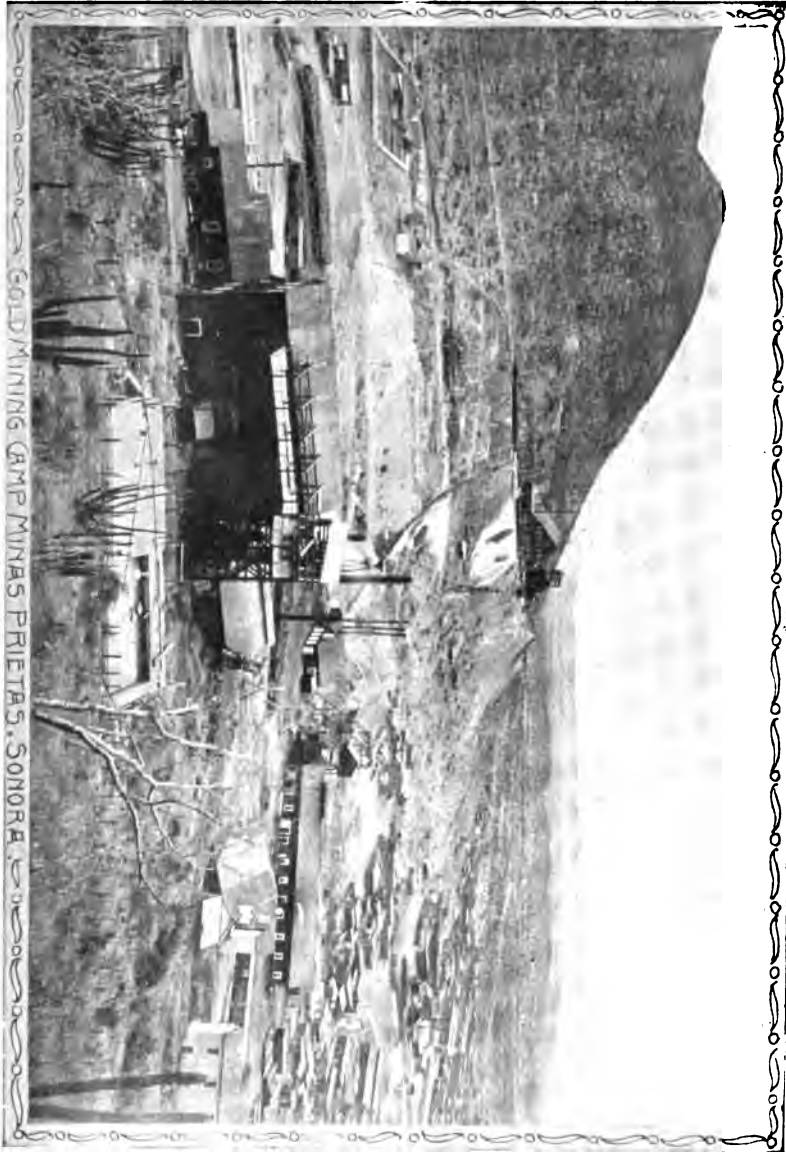
"Will, this comes like a God-send to us now. You see all we have left to eat. We were down to bed rock as the boys say. But thank God, babies, you shall have enough to eat while this lasts, and that time I hope I can strike a job."

"Perhaps, Brother John, this will please you, too. I don't like to spring too many surprises at one time, but I can't help doing it this time," said Will, presenting the order for John's reinstatement.

"What does this mean? Oh, John!" Then she broke down in convulsive sobs.

"Is it bad news, Brother Will? tell me! Why did you let her read it?"

Then he grasped the paper and took in



—Courtesy Southern Pacific Railway.

"Read it Ethel; my eyes are misty. You see these surprises are hard on the eyes," he said, trying to smile.

Mrs. Geyer dried her eyes on a corner of her apron and read the order.

its import in another moment. His strong frame shook as he stood clasping Will's hands in both his own, while big tears coursed their way down his cheeks. Mrs. Geyer now arose and placed one arm on

the shoulder of their benefactor and the other encircled the neck of her husband. It was indeed a happy, yet heart-touching scene. When their tears had subsided, Will said:

"You understand that this restores you to your own run and your old car and crew. As that run leaves Monday morning at the same old time, I would suggest that you make a trip to the butcher shop and the grocery and lay in such things as you will need for lunch and over Sunday."

"That's right, Ethel. Bundle up the babies and we will get down to market as soon as we can. I can't think what to say to you now, Will, for your kindness, but you know how much I appreciate it without a word, don't you?"

"I am not entitled to a bit of credit for this. Madge made me promise to bring the case up—bless her dear heart—and to her you owe any thanks you may feel. It was she who 'put me next,' as the boys say, and with such material to work on I had but to state the case to Mr. Rollins, and he did the rest. He told me to hand

you this check with his kindest wishes and asked me to tell you to be a good boy and attend to business hereafter. And vouched for you that you would. Good night, now. This is the happiest case ever took up and the easiest one won."

\* \* \* \* \*

There is nothing of much more interest to relate unless we may say that John Geyer never gave reason to doubt the confidence reposed in him by the general manager nor took any chances that forfeited the assurance given to the general manager by Will Bateman.

Mr. Roach was soon removed, and in his place came a man whose noble traits of character and excellent system of discipline soon raised him higher in the esteem of the management, and today he enjoys the respect and esteem of every employe under him.

Mr. Rollins is still alive and beloved by every employe under him. They look with regret upon that kindly face that time is making inroads upon and hope that he may be long spared to them, the most noble of benefactors.



## INTERESTING INFORMATION.

The monthly review of the internal commerce of the United States undertaken by the Treasury Bureau of Statistics in its monthly publication, the Summary of Commerce and Finance, summarizes in its opening pages the principal features of the internal commerce of the country during the first quarter of the current year. On the Atlantic seaboard one of the more important announcements is that of the addition of Portland, Me., to the list of contract ports entitled to the lowest marine insurance rates. This addition gives the Atlantic coast six grain-shipping ports of the first rank, so far as safety of navigation goes. The list at present includes Boston, New York, Philadelphia, Baltimore, Norfolk, Newport News and Portland. The placing of Portland on the contract list gives occasion to call attention to the fact that this port has recently been provided with a first-class grain inspection system; that

its pilotage system has been much improved to meet the requirements of the increasing size of freight and passenger steamships engaged in its trans-Atlantic service, and that greatly enlarged terminal facilities, such as piers, docks, warehouses and grain elevators have added another deep-water harbor to the Atlantic coast.

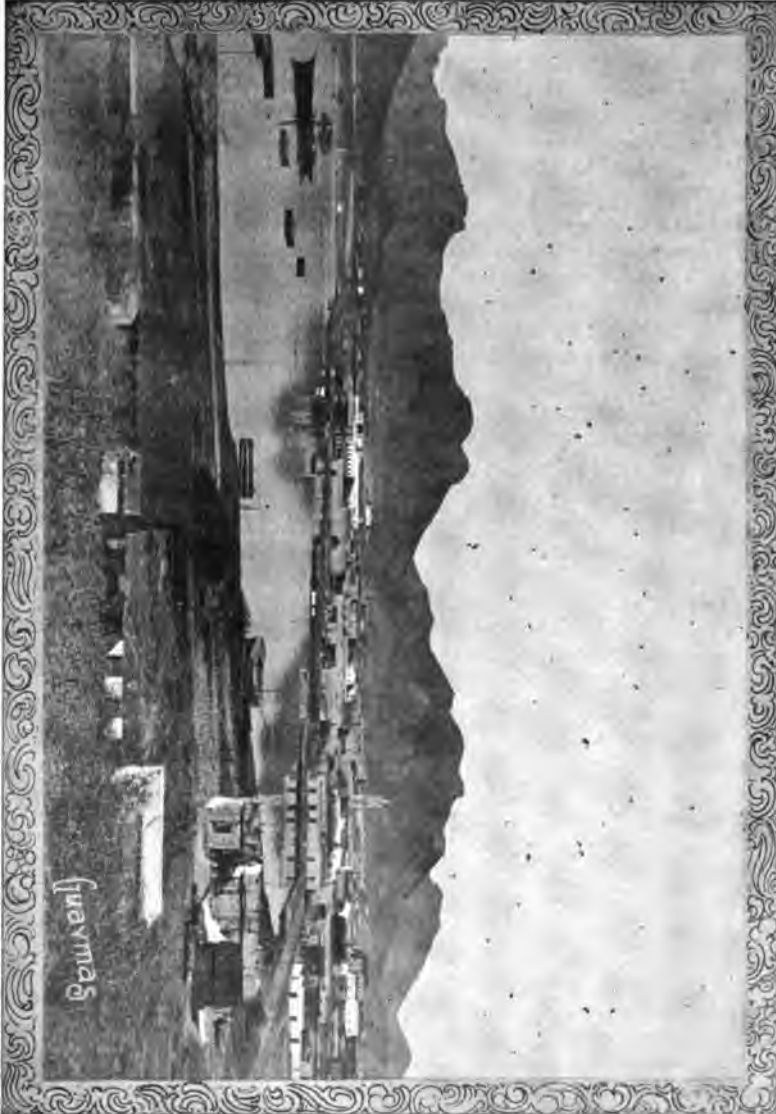
The lake season in ore traffic opened with one new dock of modern design added to the already marvelous equipment at the Lake Superior points of shipments of iron ores. The Chicago, Milwaukee & St. Paul Railway, by way of the new Escanaba & Lake Superior Railway from Channing to Escanaba, gains access to the ore-handling business on the upper lakes. The company completed its ore dock at Escanaba in October, 1900, but too late to figure prominently in this year's movement. This pier is the twenty-third in number at the seven great ship



ping ports—Duluth, Two Harbors, Escanaba, Superior, Marquette, Ashland and Gladstone.

The new St. Paul pier is 750 feet long, 52 feet wide at the top and 66½ feet high above water. There are 120 pockets, and

Disputes relative to wages have frequently interfered with the even movement of traffic on the lakes, though not more so than in any other portion of the country. Nevertheless, these disputes have the effect of interfering greatly with



—Courtesy Southern Pacific Railway.

its capacity is 28,000 tons of ore. The dock carries four railway tracks. This addition to the storage capacity of the ore piers at the upper lakes will bring the total equipment up to 820,000 tons capacity available for the season of 1901.

the opportunities of transportation which are confined to the limits of the summer season. Anything, therefore, which removes from the relations of the employers and employes a cause or occasion of disagreement must be considered as a

more favorable outlook for the future. The recent agreement between the Lumber Vessel Carriers' Association, representing the lumber-carrying firms on the lakes, with the delegates of the Long-shoremen's Union lays the basis for a permanent understanding between these two interests so closely connected with the lumber trade. The agreement in question provides: 1. That the rate of wages be 50 cents per hour during the entire season of 1901 for the loading of lumber, laths, shingles, and other forest products on the boats of the said Lumber Carriers' Association. 2. That the captain of a vessel should recognize the Union and give preference to union men in employment so long as members of the union can be obtained. 3. That all disputes are to be settled by arbitration, without interruption of work pending such settlements.

One of the immediate effects of the opening of the new source of fuel supply in Texas is to place all industrial establishments in that section depending upon steam power upon a more favorable economic basis. This applies to cotton mills, to cotton seed mills, to cane-grinding mills and all others where coal fuel has hitherto been an expensive element in the cost of production. The producers of fuel oil are well aware of this opportunity to substitute, and are making provisions to distribute fuel oil at all railroad points and points accessible to navigation. The influence of this new factor will be felt far beyond the localities directly affected. If the use of fuel oil becomes extensive enough it may materially reduce the price of coal at the lower Mississippi centers of consumption, and also give a new stimulus to manufacturers in Texas and adjacent territory.

The opening of the Beaumont, Texas, oil fields has required new facilities for transportation to the seaboard for that commodity. For this purpose a pipe line has been constructed from the oil tanks at Beaumont to the ship side of the channel leading to Port Arthur, a distance of over 18 miles. Three tanks of 50,000 barrels capacity each are located at Elvista, about midway between the wells and the seaport, from which intermediate station

it is calculated that the oil will flow gravity.

An additional pipe line was opened February 9, 1901, for the conveying petroleum from Bradford, Pa., in a northwestern portion of the state, to Marcus Hook, Pa., a tide-water point on the Delaware River below Philadelphia. The line extends a distance of 380 miles from Bradford to Marcus Hook, the contributing point, where large storage tanks have been built with a capacity of 30,000 barrels. The flow is by gravitation solely for the last 200 miles of the distance. A special pier of 650 feet in length has been constructed into the river for loading steamers. Wharfage has been secured at four European ports, and a fleet of modern oil carriers has been built expressly for this trade.

\* \*

The recent oil discoveries in Texas and on the Pacific Coast lend especial interest to some facts just presented by the Treasury Bureau of Statistics regarding the exports of mineral oils from the United States. These show that the exportation of the fiscal year about to end will probably be the largest in the history of the remarkable industry, which has increased its exports from 204 million gallons of illuminating oil in 1875 to 721 million gallons in 1900. In the quarter century from 1876 to 1900 the total value of mineral oil exported from the United States was about \$1,200,000,000, an average of about \$43,000,000 a year; and during recent years has averaged about \$60,000,000 per annum or \$5,000,000 per month.

In the mere question of gallons of oil produced Russia has been for years a close competitor of the United States, though it is probable that the recent discoveries in the United States will enable it to continue to lead in the number of gallons produced; while the fact that American oil produces nearly twice as much refined illuminating oil from a given quantity of crude as from the Russian oil adds greatly to its value as a commercial product.

One especially interesting feature of the development of the oil industry is that there has been a remarkable decrease in the price to the consumer during

period in which the actual exportations and the net value of the exports have been increasing. The average value of the illuminating oil exported in 1876 was about 15c. per gallon, and in 1877, an ex-

gallon, the exports for that year having been 564 million gallons, valued at \$41,000,000. By 1898 the average export price was about 5c. per gallon, the quantity exported having been 824 million gal-



—Courtesy Southern Pacific Rail Way.

ceptional year, 20c. per gallon. By 1881 the price had fallen to about 10c. per gallon, [the figures for that year being 332 million gallons, valued at \$34,000,000. By 1891 the average price was about 7c. per

lons and the value reported to the Bureau of Statistics by exporters through the customs collectors \$42,922,682. In the nine months of the present fiscal year for which the figures are completed by the

Treasury Bureau of Statistics, the total exports of illuminating oil amounted to 569,624,751 gallons, valued at \$37,939,514, or 6½c. per gallon; while the total value of all mineral oils exported, including crude, lubricating and illuminating oils, naphthas and residuum was \$52,745,096, and for the full fiscal year seems likely to amount to \$70,000,000.

The work of transforming the lake cities into Atlantic ports has been resolutely taken up by the Northwestern Steamship Company of Chicago, which has constructed four sister ships 255 feet long to ply regularly between Chicago and European ports and announced their sailings to begin during the present month. These vessels, named respectively The Northwestern, The Northeastern, The Northam, and The Northtown, sail from Chicago for Hamburg, Liverpool, and London, loaded with machinery, canned and boxed meats, lard and other products of the great manufacturing and producing section fronting upon our inland seas. These ships, according to a letter received by the Treasury Bureau of Statistics from the manager of the company, are of the lake type of construction, but built with a special view to combination of lake and ocean traffic, and are supplied with special

facilities for rapid loading and unloading.

They pass necessarily through Canadian canals, the Welland and St. Lawrence, to the head of deep water navigation at Montreal, and will in their trip traverse seventy-three miles of canals and pass through forty-six locks, depending on their own propelling power throughout the entire voyage. It is estimated that the time occupied between Buffalo and Montreal, between which the canal system extends, will be about three days.

Communications to the Bureau of Statistics from lake cities and ports express the hope that this enterprise may result in serious consideration of the proposition to construct entirely within the United States a deep-water canal connecting the lakes with the Atlantic. The present depth of the Welland Canal is fourteen feet and the depth of most of the harbors on the lakes is twenty feet, and it is evident that those desiring to see the cities located upon the Great Lakes made in fact Atlantic ports and connected by direct steamship lines with the great seaboard cities of the world will desire at least an American canal with a depth equal to that of the Great Lake harbors, viz: twenty feet.



## THE KNIGHT OF THE PUNCH AND CRIMSON SCARF.

BY CAPT. GEO. W. BARBER, SR.

"Cora, have you got your satchel?"

"Yes, papa; good-bye."

"Good-b—and your umbrella?"

"Yes. Good-bye."

"The conductor will show you into the dining car if you request him to when you want refreshments on the journey."

"Good-bye, papa. Drive on please."

This to the hackman, who, vexed at the delay, slammed the door, jumped on his box and whirled away like a very Jehu. Cora leaned back on the cushions and laughed softly as she said:

"Did any other girl ever have such a dear, fussy papa, I wonder? But he is so good, and he will miss me awfully while

I am visiting sister Sue. Hope he hasn't made me lose the train."

A glance at the sheds when they reached the station showed her that the train she wished to take had not even backed in, and she had some minutes to spare.

Presently the passengers waiting in the ladies' room saw a slim, brown eyed girl in a gray ulster and a jaunty hat with a scarlet wing on it, enter the great doors and walk with an elastic step up to the ticket office. Several pairs of admiring eyes followed her. One pair belonged to a broad-shouldered, fine fellow in a navy blue uniform, who mentally observed:

"What a pretty girl! Wish I had a sis-

ter just like her. Some other fellow's sister might do if she cared enough for me, though."

Even the ticket agent thawed out under Cora's youth and rare beauty, and condescended to answer quite civilly a question she asked.

When her train was called she took her neat Russia satchel and hastened to secure a seat. She had a mortal aversion to sleeping cars. Gray's line, "Each in his narrow cell forever laid," came into

While she stood up, he of the broad shoulders came through the car. He glanced at her in passing, wondered where she was going and concluded to stay in that car himself as much as possible while she was on the train.

All-aboard, and they were off—the iron horse panting and shrieking his way over hill and valley, rattling and racing across miles and miles of meadow and prairie, stopping now and then to quench his fierce thirst and every moment bringing



A GIANT CACTUS—Courtesy Southern Pacific Railway.

mind every time she entered one, so she chose a chair car whenever it was possible. When she had settled herself in a comfortable place she proceeded to arranging her belongings for the all night ride before her. She took off her hat, tied a pretty pink fascinator—as if she needed it!—under her plump, dimpled chin, stowed her satchel in the rack over her head, and spread a thick shawl over the back of her chair.

his living freight nearer to the end of the journey.

Cora amused herself looking out of the window for awhile. But the level, snow-draped landscape was not particularly exhilarating, and so she turned her eyes toward her fellow travelers.

She saw a tall, blue-coated figure pass up and down the car once or twice, but his cap was drawn down low and she could barely see the outline of a manly

cheek and a light moustache. She hardly noticed even this much until he stopped to give an orange to a fat German baby in the arms of a fat mother. The child was restless, and the conductor addressed a few words in German to the mother, receiving a grateful smile and answer from the tired woman.

"He's Dutch, too," thought Cora. "He seems good hearted. Has rather a nice figure, too. I should judge he is very good looking."

As night came on the wind blew chill, and Cora drew a crimson silk scarf from her satchel and tied it around her throat. then she laid her head back against the soft chair and fell asleep.

The next thing she knew there came a violent jerk, a sudden jar, then a swaying motion, and over they went, with a crash, the passengers flying out of their seats against the top and sides of the car. A perfect babel of screams, groans and oaths ensued—the confusion was indescribable! Cora did not scream, but she remembered with a thrill of horror that her seat was near the stove and struggled to gain her feet.

Before she was able to do so she felt herself lifted with a firm grasp and heard a kind voice say:

"Don't be alarmed, Miss; nobody is killed, but we must get out of this before that stove gets in its work."

"It is my big Dutch conductor," thought Cora. Aloud she answered:

"Thank you; I was afraid of the stove myself. But can we get out?"

"Yes, through a window, if I can only find the axes."

"Hyar's the axes, mister," sung out a rough, kind-hearted old farmer. "You take one and I'll take t'other. We'll get the wimmin and young ones out in a jiffy."

Cora's friend snatched an ax—a few well directed blows demolished a window and then the farmer said:

"Thar now! help your gal out fust, mister. She's clear pluck, an' ain't screamin' like the rest."

Cora felt her face redden, but the Dutch conductor only laughed and lifted her through the window.

"Look out for the broken glass," he said lightly. "We must climb for life;

the car is on its side. Hold tight to my hand. There, now we are safe. Can you jump?"

He landed her with a spring upon the snow, and they could see that the engine and all the coaches except the last one had gone over an embankment miles from a station, with night closing in. "Bad," said the conductor. "But I must not stop to look now," and back he plunged into the car, which was now beginning to smoke.

People came crawling and climbing out of the other cars, badly shaken up and scared, but not many hurt, and none fatally.

Cora applied herself to comforting the German mother and was talking kindly to her when her new friend, the German conductor, appeared, carrying her Russian satchel.

"I think this is your property," he said giving it to her.

"Yes; thank you very much. I never expected to see it again. But how did you know—" Here Cora came to a dead stop.

"Oh, I saw it over your seat," he answered, with a light laugh. "Well, I fear we are in a bad box for a cold night."

"Hello, conductor, what's our chance?" asked a passenger.

"Slow," responded that busy person, pausing an instant. The engine is a total smash, and could not be lifted anyhow until the wrecking crew and machines come. I've sent a brakeman ahead to the nearest station, five miles, to telegraph for a train."

"When can it get here, do you think?"

"Maybe by midnight, maybe not; can't tell."

"Well, we have our choice—to remain here or walk to the station. For my part I think I will try the walk."

Cora's new friend turned to her.

"Can I do anything for your comfort before I leave you to look after the others?"

"No, thank you, I am under deep obligations to you for the kindness already shown me, sir."

"Don't mention it;" and he smiled pleasantly. "Here, I can make you a more comfortable seat, where the side of



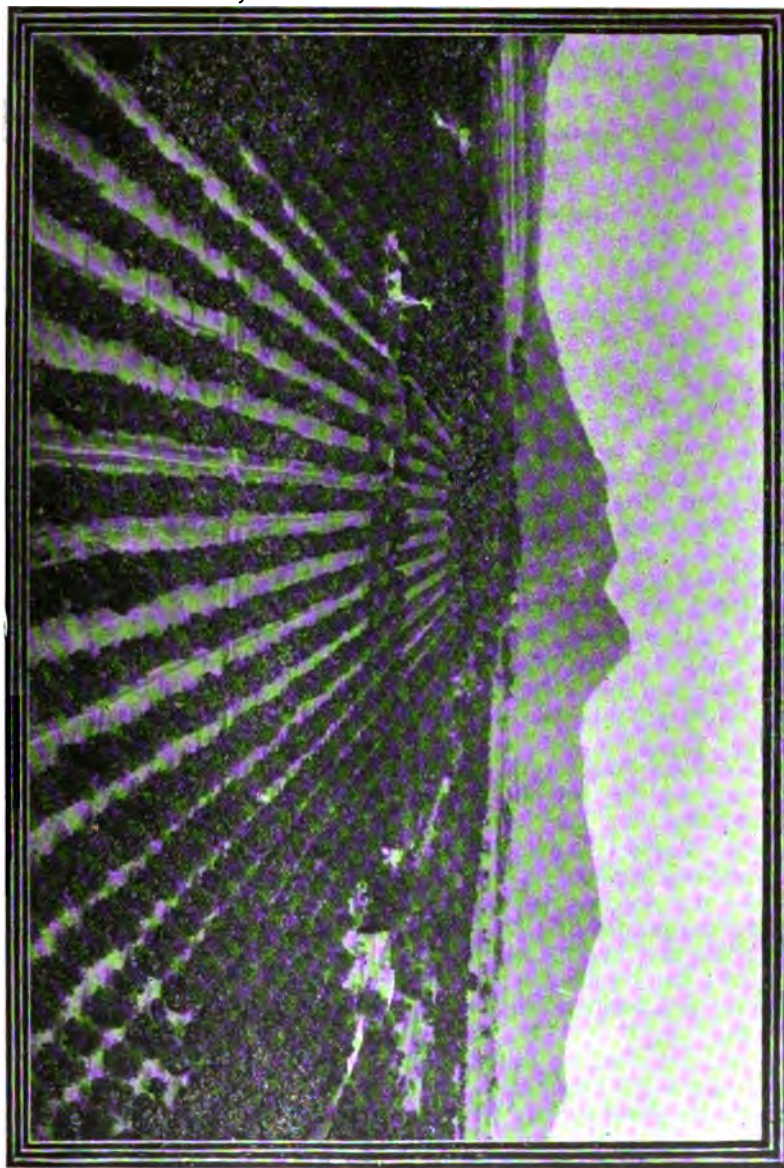
his car will protect you from the wind. There now! You too, madam, please."

Cora and the German woman sat down on the board he placed for them. But there was still light enough to enable

wounded wrist. "I suppose I did it smashing the car window, but I really had not time to notice it."

"It must be bandaged," said Cora, decidedly.

A YOUNG ORANGE GROVE.—Courtesy Southern Pacific Railway.



Cora to see something before unnoticed. She sprang up hastily, crying out:

"Oh, look! you have cut your wrist badly; see how it bleeds."

"That's nothing;" and he held up the

"I was going to tie it up with my handkerchief, but I seem to have lost it in the confusion."

"Here is something better;" and Cora untied the crimson silk scarf from her neck.

But he drew back, shaking his head. "No, no! I will not deprive you of it."

"I owe you much more than that." And as she began to bind the pretty scarf about his injured arm with deft, gentle touches, he looked down at her, and in tones deep with manly feeling:

"Then, since you will be so kind, will you trust me with your name and address? Being an entire stranger, perhaps I should not ask it."

"My name is Cora Vandergrift. I am on my way to visit my sister at Cedar Rapids, Iowa."

"Thank you, Miss Vandergrift, I shall not forget you. If I do not see you again, good bye."

He had not given her his name, and she disliked to ask for it.

"But I wish I knew it," she said, as she sat there in the cold, waiting for the new train. It was weary work, but it came at last. Cora looked for her knight of the punch on board, but he was not visible. The next evening, snugly tucked up in bed at Sister Sue's, she laughed over the adventure and wondered if she should ever see her hero again. "I wouldn't know him if I should," she murmured, sleepily. "I only saw his moustache. But I don't believe he is Dutch, after all. I think—he was—very nice!" After that she did not think anything for the next twelve hours.

She had been at Mrs. Woodleigh's about two weeks, when there arrived by the mail a box addressed to "Miss Cora Vandergrift, Cedar Rapids, Iowa." It enclosed a beautiful crimson silk scarf, much like the one she had given away, only richer and more costly. "It is from my wounded knight!" cried Cora. "And just to think, I don't know his name or where he lives, so I can't thank him for the lovely thing."

"Perhaps there is a name in the box," suggested Sister Sue. But name there was not, anywhere about it.

"How romantic!" cried Sue. "But you'll be sure to meet him some time, Cora."

"Yes, I may," said Cora, thoughtfully. "And he may be a beer-drinking Dutchman, and not a desirable acquaintance."

"Let us hope not. Most passenger and other conductors are gentlemen now-a-

days. Even if he is, you owe him your life, dear."

"Yes; I won't forget, Sue. Oh, how pretty!" And Cora smiled as she threaded the silken scarf around her neck.

"Indeed it is! Your Knight of the Punch evidently has good taste. You must wear it to—; oh, by the way, I haven't told you yet."

"Told me what?"

"That we received cards this morning for Mrs. Judge Wayne's reception Thursday night."

"Did we? Are we going?"

"Oh, certainly. The Waynes are our best people, you know; direct descendants of Mad Anthony Wayne of Revolutionary fame. You met her last week at the time I gave."

"The handsome woman in lavender satin? Yes, I remember. I liked her very much, too."

"Everybody likes the Waynes. This occasion is in honor of the Judge's brother, Mr. Percy Wayne, who has come to visit them. He is a prominent railroad man, I hear, having lately been promoted as division superintendent of the Central, having worked his way up from a brakeman on a freight train to his present position. He is said to be a wealthy, cultivated, speaks several languages, I'm told, and altogether the greatest catch of the season."

"Indeed? Well, Sue, I always had a weakness for these handsome, brainy railroad men. I suppose that's because papa is president of this great railroad system; so I will get out my prettiest costume in honor of Mr.— What is it?"

"Percy Wayne."

"Oh, to be sure! But there—I mustn't waste all my trouble. He may be engaged already, you know."

"Yes; but then again, he mayn't!" rejoined Sue, mischievously.

"That is my only comfort," responded Cora. But in ten minutes more she had forgotten that there was such a person as Percy Wayne in the world.

Thursday evening Sue and Cora, with Sue's husband, Tom Woodleigh, were at the Judge's, and met the visiting brother. His tall form, broad shoulders and thick blond moustache seemed familiar to Cora, and his voice, too, reminded her oddly

someone she had known. It struck her, also, that he bestowed on her a flash of the eye which he would not have given to a perfect stranger; but she was sure she had never met him in society before.

Sister Sue invited him to call, and sang his merits in high strains. After they were at home Cora was silent, but her dreams that night were haunted by a handsome, manly face, strangely like Percy Wayne's.

Two days later he called at the Woodleigh mansion. Sue was out, so Cora received him. The resemblance she had been unable to trace was so much stronger at this meeting that at last she said:

"Mr. Wayne, I certainly do not recall where, but it seems to me that we have met before."

"We have met before, Miss Vandergrift. I remember very distinctly where it was."

He smiled as he answered, and the smile was even more familiar to the puzzled girl.

"I am ashamed to say that my memory is at fault, but I must confess it," she said, trying in vain to place him.

"Will you humor a fancy of mine for one moment?" he asked.

"Certainly."

"Then please turn your eyes away and do not look until I tell you to."

"What an odd request! But I consent."

Laughingly, Cora turned her head aside. Presently Mr. Wayne said: "Now, Miss Vandergrift!"

Cora looked 'round and saw that he had drawn his coat sleeve slightly up and wrapped his wrist in a well-known crimson scarf. What! Was it you?" she asked, blushing as red as the pretty silk.

"I, myself, Miss Cora," he gravely answered.

"Then I have to thank you for the lovely box I received last Thursday."

"No, please don't. I only ventured to exchange property with you, because this scarf is too precious to be given up. May I keep it?" He had taken it off and returned it to his pocket, as if her consent were already granted. That she gave it may be inferred from the fact that about three months later, returning from a sleigh-ride with Percy, one afternoon, she said to Sister Sue:

"Sue, I have found my Knight of the Punch and the silk scarf."

"Have you? I always said you would, you know. Is he nice? Where is he?"

"He couldn't be nicer, Sue, and he isn't far off. It is Percy Wayne."

"It is? Oh, how lovely! Why didn't we ever think of that? Are you going to marry your Knight, Cora?"

"I have promised him I will, when we get papa's consent," said Cora.



## \*THE AMERICAN TRADE-UNIONS AND COMPULSORY ARBITRATION.

In deference to the agitation that took place prior to the passage of this law, and the implacable opposition manifested toward its spirit and intent by the labor organizations of the country, certain modifications were made in the original bill, which, in appearance, preclude the specific enforcement of contracts of labor.<sup>1</sup> Notwithstanding this, it is believed

<sup>1</sup> The railroad arbitration bill was originally designed to embrace the seamen of the country. Owing to the opposition of the seamen's representatives in the American Federation of Labor, based upon their experience under the compulsory servitude features of the maritime law, that class of

that the measure may be still invoked to frustrate any movement of the railroad men for better conditions, by forcing them to remain at work, if only temporarily, under the old.

In this brief glance at the workings of arbitration, as it is now carried on by the trade-unions, there appears good ground for the assertion that the present need is

transportation workers was specifically excepted in the bill. The opposition of the Federation was then withdrawn, at the request of the railroad brotherhoods, the sole supporters of the bill in the ranks of labor, and the measure became law.

\*By W. A. MACARTHUR. Courtesy of The Forum. Concluded from June number.

not of laws to compel resort to that method, but of sentiment that will lead to its voluntary adoption; and there can be little doubt as to which side of the ordinary labor trouble stands most in need of such enlargement of mental and moral capacity.

It is the employer who most frequently takes the position that "there is nothing to arbitrate." The employe, through his organization, has something to arbitrate in every grievance, great or small. To the latter, arbitration is at once law, principle and nature. He arbitrates wherever possible, because his organization requires it, because he believes in it, and because in actual conflict he must endure physical suffering. He consults with his employer, gives and takes, and, when met in a spirit of fairness, usually secures all that conditions warrant. But, whatever the immediate result, he gains in proportion as his demeanor, intelligence, and fairness compel the respect and confidence of his opponents and the public. The success of these negotiations depends upon an understanding, by both sides, that there is a point at which concession and submission must stop; that, in a word, when either side is so reduced that to concede further would be to sacrifice honor, hope and manhood itself, the loser in the contest may sever all relations. Arbitration conducted in this manner can accomplish all that can be, or ought to be expected of any such process.

Briefly, arbitration may fail to maintain peace where either party considers the terms of the other unbearable; but it can never compel peace in the same circumstances without becoming a mere instrument of despotism immeasurably more harmful in the end than the transient evil which it displaces. In arbitration between nations it is freely granted that the right of dissent is always reserved in certain contingencies. Why, then, should it be denied in the scheme of arbitration between the parties to an industrial dispute? In the final analysis the elements that rule in the acceptance or rejection of the arbitrament are honor and necessity.

In what essentials, then, do these elements differ in a nation and in the respective classes of individuals that compose it, so as to dictate an opposite course

of conduct in each? If in certain circumstances resistance is the only course compatible with the moral and material integrity of a nation, why in similar circumstances should submission be the duty enjoined by the code of the individual?

The assumption that in disputes between labor and capital, if in no other way, the rule of peace at any price should prevail is but one of numerous lapses of reason which appear in most of the statements favoring compulsory arbitration. A very common error in these views is the attempt to draw a parallel between the ordinary courts of law and the proposed courts of arbitration. It is declared that the principle upon which disputes involving individual interests only are referred to judge and jury applies with proportionately greater force to disputes which affect a large body of the public as in the case of a strike. Yet there can be no doubt that these supposed cases rest upon radically different bases; the former being concerned with proprietary rights in some form of material thing, and the latter with the ownership of men and bodies, in which there can be no property rights, in any sense. Neither can there be any doubt that an award, the terms of which shall forbid men to quit work within a specified period, as contemplated by compulsory arbitration, would be tantamount to a grant of property rights in the persons of such men. Again, it is asserted that, inasmuch as the public is inconvenienced by the suspension of industry, it is thereby justified in interfering to prohibit such suspension, or to force the renewal of work where a tie-up has taken place.

Leaving aside the obvious objection that specific personal rights cannot become the subject to restraint because exercised by a number of persons, whether acting in combination or otherwise, it is clear that such interference by the public would be to assume authority while evading responsibility which should precede any claim to directing influence. Logically the suggestion of public interference to regulate wages can only be supported upon the promise of public responsibility for the revenues with which to pay the —in other words, upon the premise of public ownership. As limited by the



cates of compulsory arbitration, the aim of public rights is undeniably a proposal to submit the issue to an interested party; and one, moreover, who in the probabilities would be helpless to serve the public's cause, except by a decision against the workers. The necessary association of public ownership with any plan of public interference is recognized in the railroad arbitration law of Kansas, which provides that in the event of an award to increase wages being violated by a railroad company, the road shall be taken over by the state and operated under the usual rules of receivership.

It is apparent that the confidence expressed by many writers on this subject inspired by a preconceived notion that the boards of arbitration, although constituted in much the same way as the ordinary courts, and invested with similar powers, will differ from them in spirit; that, in fact, their decisions will, of necessity, favor the workers, as a rule. Whatever foundation may exist for this belief in the presumption that justice is most frequently on the side of the workers, there is little ground for it in the known facts of court procedure. In this connection, much stress has been laid upon the results of the New Zealand law; most of the findings rendered under that law having been favorable to labor.

But, without being hypercritical, it may so be noted that the principles laid down in at least one or two of the decisions given against the trade-unions seem destined to have a far-reaching effect which will more than offset the temporary advantages gained in other instances. In any rate, it is important to remember that the New Zealand system has been in vogue but five years, during all of which period the tendency of labor conditions has been upward; that, in short, the model so confidently and persistently urged upon the American public has been tested, and that but briefly, in only one of the periods that constantly recur in all industrial and commercial life. Until the New Zealand law has been tried in one of those periods of depression which, in other countries, have frequently exhausted the united efforts of the workers themselves to form an effectual barrier to

the reduction of wages below the point of rational subsistence, it must remain, as its authors confess it to be, an experiment, precarious or promising, according as it is approached in reason or enthusiasm.

What, then, it may be asked, is the trade-union's remedy for the strike? Candidly, the trade-union offers none. In the scheme of labor organization there is no arbitrary process for the prevention of labor troubles, for the sufficient reason that there are no means of compelling men of different interests and opposite points of view to agree upon a common ground of settlement. The trade-union has no hope for the beatification of the industrial forces. It may serve to clarify the subject, if we assume that the right to strike is in itself a necessity to the practical freedom, political as well as economic, of the workers; that the exercise of that right will be necessary at times as long as the desire of one class runs counter to the disposition of the other; and, consequently, that to destroy that right would be to lay the axe at the very roots of progress.

It should be borne in mind that the strike is primarily an effect, not a cause, of the hardships associated with the industrial strife—a means in, not an end of, the movement for the redress of these ills. So long as the causes of the strike reside in the nature of the conditions under which industry is carried on, and, indeed, in the nature of man himself, it is to be feared that any attempt arbitrarily to suppress that phenomenon would but aggravate the complaint and induce a train of evils much more acute.

In the opposition of the American trade-unions to compulsory arbitration there is nothing of the spirit of stagnation; nothing of fear to take new hold on old problems. Conservatism there is; but it is conservatism in those principles, fundamental and unvarying, which, having all the force of natural law, cannot be ignored without incurring the rightful penalty of contumacy. It is retrogression, not progress, that the trade-unions fear. It is retrogression, not progress, that is implied by compulsory arbitration. The adoption of that plan would turn back the spirit of labor legislation

to the era of the Statute of Laborers and the Quarter Sessions, the history of which, beginning in the fourteenth century, and continuing until the first part of the nineteenth century, presents a continuous record of failure in the effort to fix wages by law.

The failure of compulsion in the relations of employer and employe is inevitable as long as men are actuated by the spirit of individual liberty, which finds its first and last expression in the power to move freely from place to place, to work at will, to quit at will, and to remain quit. It is this spirit, however dimly discernible, that has animated the movements of the workers since Spartacus led his slave legions against the Roman prætors; since Tylor and Cade led their men of Kent against the kings of England. It is this spirit that to-day animates the trade-unionists of America in resisting the specious devices of the dilettante, which would deprive them of the greatest blessing inherited from the past, and set them on the certain road to villinage.

If the trade-unions have no empirical remedy for the strike, they offer in themselves the best possible corrective of it. The actual strikes participated in by these organizations may be, of course, readily computed; but the number of potential strikes prevented by the same means is beyond estimate. That the trade-unions tend to prevent open rupture of the peace between employer and employe, is a necessary inference in the circumstances. Even if the facts in this connection were less apparent than they are, there exists in the fact of organization itself an influence for peace that is obvious to common reason. The trade-union combines with the power of resisting injustice the responsibility for committing it. And, as a rule, it is more likely to err in forbearance of wrong done to its own members than in resentment against the wrongdoer.

It is sometimes contended that the trade-union develops a spirit of unreasonableness with the growth of its numbers. The opposite of this is true. In its acts, the trade-union reflects, more clearly, perhaps, than any other form of voluntary association, those traits in the morality

of individual man which are essentially natural to him, as distinguished from those which are superimposed upon him by environment. Among these the most conspicuous is the sentiment of justice, or fair play. However warped or stultified that sentiment may be, however degraded in the service of a cause in itself unjust, however varying its rules, there still remains, as between man and man, a distinct recognition of certain obligations in the conduct of all transactions the infraction of which involves certain outlawry. Under the American rules of fair play, it is required that the strong shall give to, rather than take from, the weak. In obedience to this rule, we invariably find the trade-unions giving the advantage to their opponents wherever there is any danger that injustice may result from a strict enforcement of their own powers.

In the growth of organization among the workers, and in the development of a spirit of amity, rather than of enmity, in the organizations of the employers, lie the only reasonable hope that the strike may ultimately be abolished, except in so far as it may be a necessity in particular circumstances. To this end, public opinion and legislation may lend valuable assistance, provided they are directed with the view of encouraging those factors necessary to the attainment of the object sought. Any movement that tends to hinder or destroy the development of these factors can only retard the final settlement.

After all, there is something gained in the experience that teaches the futility of any proposed step. Next to knowing what to do, it is important to know what not to do. This common observation applies with particular force to everything savoring of the cure-all in industrial affairs. The literature of sociology and the statute books of the country are crowded with suggestions and plans for the redress of this and that defect in existing conditions. Under the pressure of these allurements, even the trade-unions, in some cases, have surrendered their judgment to their desires. And yet many of the most important of these measures, when put in operation, have been proved not only valueless, but positively harmful. Such, at least, has been



experience of the workers under international commerce and anti-trust laws, designed, in part, to benefit labor by restraining the aggressiveness of large employers.

Some readers may say that in compulsory arbitration there can be no real remedy of involuntary servitude, in the face of the constitutional inhibition. But it could be remembered that the constitution is largely a matter of construction; it has always been construed in the light of precedent facts, never in anticipation of future conditions. As an instance of this, it may be of interest to note the construction placed upon the Thirteenth Amendment by the United States Supreme Court only three years ago. In the "Arago" case,<sup>1</sup> it was claimed by the appellants that the then existing interpretation of the maritime law, under which sailors might be held to service until the expiration of their contract, was in conformity with the Thirteenth Amendment.

A majority decision of the court rejected this otherwise, and declared that the Thirteenth Amendment was not intended to introduce any novel doctrine of law, but was limited in its application to the

negro, the Chinese coolie, and the Mexican. It was very clearly set forth in the dissenting opinion of Mr. Justice Harlan, who took the ground that under the majority decision the states could legislate to enforce involuntary servitude upon any class of citizens. Thus, it appears that the only real inhibition of involuntary servitude consists in the public opinion against that institution.

That public opinion must be alert to the danger of sanctioning, if only by silence, any measure which would in the slightest degree affect the right of personal liberty must be apparent to any one who notes the tendency of the legislatures to enact loose laws, and of the judiciary to enlarge its powers beyond all safe and reasonable bounds. In the present formative period of our national existence, when national principles and ideals are being tested in the heat of new conditions, it is encouraging to know that in the trade-union movement there is at least one element of public opinion that may be depended upon to remain faithful to the basic principle of all true progress. Personal liberty must be preserved!

Robert Robertson et als vs. Barry Baldwin (165 U. S. Reporter)."

CONCLUDED.



## \*SIDETRACKED.

Eight train No. 306 rolled into Leesburg ten minutes late, and the conductor, Bedford, strolled into the depot to get his name to the train-book and receive his orders. He glanced at the piece of yellow, flimsy paper the operator handed him, and read instructions from the train dispatcher to hand No. 306, his train, over to Leary, and for himself to go to Leesburg for orders. Leary was standing outside of the station on the platform studying the order he had received to take Bedford's train out of Leesburg, says the Chicago Tribune.

"What's the matter with 'The Bug' this morning?" asked Mr. Leary, solicitously. "Nothing sidetracking you here." "No, not telling what 'The Bug' is liable to

do," answered Bedford. "I'm glad he didn't tell me to take poison or run the train into the river. Great 'Bug,' that."

"The Bug" was the poetical name given by the trainmen on the I. K. & J. W. to Joplin, the chief train dispatcher of that division. He had originally been dubbed "The Bughouse," for the reason that it was generally believed along the line that Mr. Joplin's proper place was behind the bars in some state institution dedicated to the tender, fostering care of people with impaired intellect. Later the name had been shortened to simply "The Bug."

"I don't understand this thing at all," said Bedford. "But I suppose he wants to put me on 674 this afternoon and have me take it back to Rantoul. Well, I'll get

<sup>1</sup>From The Indianapolis News.

a good rest, anyhow, and I need sleep like everything."

Bedford hunted up the only hotel in the place, after leaving instructions with the operator where he was to be found. An hour before time for No. 674 to pull in he was up and dressed, and after a lonesome lunch in the hotel went over to the station to await the expected order. But none came; No. 674 pulled in, and the conductor, Martin, received two orders from the dispatcher, but there was nothing for Bedford.

"Nice place this," called out Martin from the top of the caboose as it went slowly bumping along at the end of the train. "Going to stay long, Jimmy?" Bedford merely swore softly and moved off to a shady place across the track where he could sit down and think it over.

What was "The Bug" going to do with him? Was he held at Leesburg for some special duty, and, if so, what could it be? There was only one more freight train that day, and it was hardly to be expected that he was going to be put in charge. He sat around and studied the situation all the afternoon, and finally decided that he was to be ordered to go in on the passenger train to report at the end of the division to the superintendent. He couldn't imagine why he should be called in after that fashion. He was not in trouble that he knew of, although a man could never tell whether he was in trouble or out of it as long as "The Bug" was in a position of authority.

But the passenger train pulled in and out again, and still Bedford had received no orders. He hung about the station all the evening, but finally gave it up and went over to the hotel to sleep. He was down at the depot bright and early the next morning, and told his troubles to Kane, who came in on No. 893.

"Funniest thing I ever heard of," said Kane. "I should think if he wanted to fire you that he would find the ordinary way about as good as any. Why don't you wire and find out?"

"Wire nothing," answered Bedford. "Only last week I wired 'the Bug,' and asked him if I should do so and so, and you ought to have seen the roast I got. Told me I was to obey the orders I received to the letter and not bother asking

him questions. Declared he would let go on the instant that I wired him asking what I should do. He said he was the man who was to tell me what I should do, and that he would tell me without a suggestion on my part. He also said that he would fire me at any station that happened to be, the instant I made another insinuation that he did not know enough to handle trainmen and give them proper orders. Oh, I sha'n't bother him to plain this order. He told me to stay here in Leesburg until further orders, and here I stick."

Kane thought it all over, marveled exceedingly at the marooning of his friend Mr. Bedford, and returned to his train.

The word had gradually spread among the trainmen that Bedford was hung up in Leesburg, and every train crew that passed through the town had considered to say on the subject, but Bedford treated all their remarks with a supreme indifference. At the terminal no one dared speak to "The Bug" about Bedford, and besides all the trainmen began to have a quiet notion that "The Bug" had blundered, and after giving Bedford the order to wait in Leesburg, had forgotten about it. The trainmen resolved not to speak Bedford's name at the terminal, and do nothing to remind "The Bug" of the lonely James waiting patiently on the platform of Leesburg.

Two more days passed away and James Bedford still remained at Leesburg. His name had grown to be a great object of interest to the villagers by this time. They wondered what a real live conductor could be hanging around Leesburg day after day and apparently having nothing to do but sit under a shady tree across the track and watch the trains go through.

James grew tired of the monotony of the station platform and the tree and began spending more of his time down town. In three days more he knew the name of every man, woman and child in Leesburg. He attended the revival services at the Methodist church at night, and because he had a strong bass voice was asked to sing in the choir, and accepted the offer, and at every meeting he was to be found in the place, seated in his chair near the organ. He went to a barn raising a half-mile from town and worked with might and main

one day to put up the framework of Hollister's new barn.

There was a fire in town one night and Jim was the first man on the spot, and after organizing a bucket brigade to fight the fire climbed up a ladder and rescued Mrs. Thompkins from being suffocated. Through his efforts the town was saved from a conflagration that might have wiped out the whole of the town of Leesburg. So at a mass meeting of citizens the next day Bedford was presented with a gold watch as big as a biscuit and with a detailed account of his heroism engraved in the case.

Another week passed by. Jim in the meantime had repaired the engine in Kaiser's flour mill and cured old man Johnson of the rheumatism. He played the fiddle at a dance at Cyrus Hunter's and, Rev. Nathaniel Boggies being ill from the effects of the protracted meeting, Jim preached the funeral for old Si Hannerkin, one of the old settlers of Towers Township.

It was a beautiful sermon, too, in its way. Jim said that Mr. Si Hannerkin had always done his duty and run right in time, and that he always stood where his superintendent, Providence, had placed him, and that he always kept a full head of steam on and had run straight and true all his life. The Towers County review that week said it was the finest funeral sermon that had ever been heard in Leesburg.

The next week Jim taught the school for two days while the teacher took a vacation trip home. He also mixed the paint and directed the work of painting the engine house. He had become quite accustomed to life in Leesburg, and was considering an offer of the miller to take him into partnership.

One day "The Bug" was talking to one of the telegraphers in the division superintendent's office at the terminal.

"What ever became of that man Bedford?" asked "The Bug." "Got mad suddenly and quit without a word, didn't he?"

"No," said the operator. "Jim wouldn't do that. He was too sensible a fellow to do a crazy thing like that."

"Well, he's not here any more," snapped "The Bug." "I didn't discharge

him. He must have quit of his own accord."

"How do you know he quit?" asked the telegraph operator.

"'Cause he ain't here," said "The Bug."

"When did he quit?" asked the operator.

"I don't know," snapped "The Bug."

He started an inquiry to find out when and where Bedford had quit the road. One of the clerks, after a long hunt, came in and showed "The Bug" the copy of a message.

"Here's the last record we have of Bedford, sir," said the clerk.

"The Bug" read the order. It was to Bedford, conductor train No. 306, and was to the effect that Leary was to bring train No. 306 from Leesburg, and that Bedford, conductor, was to wait there for orders."

A cold sweat began to break out on "The Bug's" forehead.

"Is that the last train order in regard to Bedford?" he asked in a low, halting voice. The clerk said it was.

"The Bug" turned to the operator and asked him to call up Leesburg and ask where Bedford was. The answer came back in an instant:

"Sitting under a tree across the track waiting for orders."

Bedford left Leesburg that night on the first train. All the citizens were there to bid him good-bye and the choir of the church sang, "Till We Meet Again," and made it doubly effective by breaking down and weeping. The parting would have been much harder had not Bedford assured the gathering that he would be back again the next day on top of the caboose of train No. 306.

And he was. "The Bug" never showed by the slightest sign that anything unusual had happened, and Bedford received half pay for the three weeks he had been waiting.

"I'm sorry 'The Bug' woke up and asked after me," said Conductor Bedford to the head brakeman the next day as his train rumbled out of Leesburg. "I would have owned that town in two months more and been drawing pay as a conductor at the same time. 'The Bug' is a great institution."



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## OUR DAY OF SORROW.

The beautiful custom of paying tribute to the dead was appropriately observed by many Divisions on the day set apart by the Grand Chief Conductor, and the generally gathering interest in these events seems to point toward a more enthusiastic observance of these rites in the years to come. If the hearts of men who fought side by side are welded in friendship's bonds after a service of four years together, what an intensity must exist among men whose lives have been spent in a service whose calling is nearly as hazardous as war! They are of the same common clay and partake of the same natures; why should their reunions be less happy or that separation that removes one of their number to that borne from which no traveler ever returns, be less mourned?

These observances have an influence over our lives and serves to forcibly remind us that in the midst of life we are in death. We are all apt to lose sight of that eternity that we are fast approaching unless we are reminded of it, which so often happens, by the taking away of one of our number. The striking contrast between the glow of health that brightens our comrade's face today, and the lifeless clay that we gaze upon tomorrow, compels the most hardened and reckless among us to stop and say to himself, who will be next? Whether

that great beyond be a place of eternal silence where even the mind does not exist or whether it be the opposite, the sadness we feel at parting is none the less painful for in everyone's heart under such circumstances there comes the feeling that the friendships formed are over; that the kind and generous nature that in life responded so liberally to every appeal for aid would never again gladden a suffering heart, and that he who had been a kind father and a loving husband could no longer watch over those he loved.

With thoughts like these that have left their impressions upon our hearts, we meet each year to commune together and pay a loving tribute to those who have gone before, but whose memory is ever present with us. Our hearts are softened under the gentle influences we feel within this circle and we are reminded how unstable is life. It should be an incentive to us to keep ever in mind that life is but a span and is worthy of effort to do all the good we can toward our fellow man and Brother. The reminiscences of a well spent life or even a life that but between the rifts of clouds we can see some beautiful act shining forth, is worth recalling and may, perhaps, bring happiness to some sad heart whose comfort and protector he was. At the same time these virtues inspire us with noble thoughts that tend to elevate our aims



and leave behind us a memory that be cherished by all. The tenderest human sympathies are awakened upon these occasions and if the kind words spoken of our brothers awaken a responsive chord in our hearts, with how much more force must it fall upon the ears of those who listen to the eulogies speak of their dead. We may fittingly refer to these gatherings as an influence which is like the cement that unites the foundations of the temple, binding our hearts together in bonds of friendship and brotherly love.

The long roster of the dead—those who communed with us on our last Day

of Sorrow, are gone, leaving nothing behind them except the memory we cherish and which we hope shall flourish in immortal green so long as the foundations last upon which our noble institution rests. May their lives and the noble acts that shine forth as stars in the broad firmament above us, be an incentive "to so live that when our time comes, whether it be among the ruins of a wrecked train or the shriek of escaping steam, may we hear the welcome mandate, 'Well done, thou good and faithful servant, thou hast been faithful over a few things, I will make thee ruler over many things: Enter thou into the joy of thy Lord.'"



## STRIKES AND BLACKLISTS.

The suit for damages brought against Armour & Co., Nelson Morris & Co., and Fairbanks Canning Company by Hannah O'Day for blacklist has brought a decision that is viewed by several legal experts in the same way, namely, that the blacklist and the boycott are both equal and stand upon the same footing as far as the rights of persons are concerned who make use of them.

Judge Waterman says that, strictly speaking, the right to employment is only the right to offer oneself for employment, and that a combined agreement not to employ on the part of firms and corporations is no more actionable than a combination of workmen who have agreed not to be hired by certain proprietors. This places the boycott and the blacklist in the same category, which means that both are equally legal, no matter what the motives or result, are legal and cannot be made cause for legal prosecution.

There are some things which individuals do not see alike, possibly founded on the fact that neither have had opportunity of viewing the proposition from the other's standpoint. It is possible that among all the opinions handed down which guided Judge Waterman in rendering an opinion in the case above cited that not one has ever stood in the shoes of the laborer begging for what he believed to be right and because he was continually

denied those privileges that were only just, ceased to continue longer in the employ of the firm that denied them; then, prompted by a spirit of humanity, spread his warning to others in order to protect them from being made subjects of conditions that forced those taking the initiative from further service. One is a condition of dollars and cents; the other is a condition of life and happiness. If they stand subject to the same operation of law, weighing in the balance the pittance that labor demands as her share for honest toil, against the life and happiness of the laborer and those dependent upon him, then Judge Waterman is right. The Record-Herald comments as follows:

Judge Waterman's decision as to strikes and blacklists is strictly logical. If either is justifiable under the law the other certainly is, because they are virtually the same in principle. The strikers say we will none of us work for a certain firm. The employers say we will not hire such and such people. There is a combination in both cases, and as much of conspiracy in the one as in the other. They may be supplemented by illegal acts, but by themselves they cannot be considered unlawful.

The blacklist may be more easily extended than a strike. For example, it might be spread from city to city under the simplest form of agreement and make it almost impossible for an expert specialist to get employment anywhere. But, on the other hand, there is hardly a possi-

bility of its spreading through intimidation as strikes do. The separate employers remain wholly independent of each other in the matter, whereas many of the strikers of any single group are forced out by the sentiment which is most vociferous within the group. A sinister feature may be discovered, therefore, in both strike and blacklist which is not resolvable into an illegal action.

The common incident of strikes which brings them into conflict with the law and alienates public sympathy is the violence which is practiced toward those who seek to fill the places vacated by the strikers. This often results in most serious criminal acts and is wholly indefensible in law or morals. The subject is probably confused somewhat by such associations, but in considering the simple strike the laymen would agree at once with the common sense of the court's reasoning. He would also agree that the right not to employ was as clear as the right not to work.

There are underlying principles that, in our opinion, are not taken into consideration by the Record-Herald nor Judge Waterman. If both the blacklist and the boycott are to be classed in the same category then all surrounding conditions that go to make them up must bear similar relations. We have always believed that cause should be taken into consideration in instituting either the boycott or blacklist. Both afford a means of punishment in retaliation of gross betrayal of confidence or unjust persecution. But, while they resemble each other in operation to some extent there is still a marked difference between them.

It is a well-known fact that the social condition of every community depends upon how the individual members of that community are employed and upon their ability to maintain a certain standard of living common to those about them. In communities where the standard of living is low, as in Porto Rico, their natural indolence and small necessities seem to lead them to accept indigence and vagrancy as no great evils. Their social condition has not taught them to want those things that are sought for by more enlightened communities. "A banana diet and a palm shack with a single room covers alike the needs and ambitions of life." And we may expect that this condition will prevail so long as the bare

necessities of existence can be obtained by the minimum of labor. But are there a people that contribute to our general advancement? Assuredly not. They may be happy, isolated as they are, in a sense from us, but let them be brought to our shores and planted among us and how soon that state of indigence and vagrancy would be felt by the community! If any influence pour in an influx of idle unemployed upon a community and the effect must be one that at once destroys its harmony and peace, that which above all things is paramount and for which all things else must be sacrificed. Though being true we have exposed the effect of the blacklist that operates to this same end when any considerable number of men are exiled from employment. If the boycott cannot be charged with these pernicious influences to society it may be considered an instrument of right by which those conditions are maintained that build up society by securing for those who find it necessary to prosecute such an action, those things that contribute to their health, happiness and comfort. We have never yet seen a boycott instituted from any other cause than to secure some concession that rightfully belonged to labor. Now, if peace and harmony are paramount, and these the basic principles of social life, and depends upon the harmony within the ranks of labor, then the demands of labor should be heard and recognized before those complaints that affect a single corporation or individual. The effect of a boycott is to influence those in sympathy with the aggrieved from extending their patronage to such corporation or that refuses those concessions that labor believes it is entitled to. The effect of the blacklist is to bar from employment for certain reasons, men who would engage in service wherever influence is lent to prevent their doing so. They are similar in operation, as we have said, the latter is like the ivy that poisons very spring that nourishes it and affects the entire community, while the other only extends to the individual interests of a firm or corporation whose refusal to meet the just demands of labor gives them the right to quit or influence others to do so, or withhold their patronage.



as they see fit, or influence others to do so.

We have said that we believed cause could be taken into consideration in instituting the blacklist and the boycott. The boycott can be said to be productive of bringing about those concessions that result beneficially to society in an indirect way, so can the blacklist be used to bring about beneficial results, but it could be confined to drastic cases that clearly a protection to society, and prosecuted under cover so that those against whom charges have been laid cannot have opportunity to prove their innocence before the community of which they form a part.

The boycott is open in its operation and carries on the face of it the charges that inspire it. Those charges in themselves are an appeal for justice. It does not place the firm or corporation in a position that leaves it no defense nor possibility for adjustment. It is open, therefore honorable, and herein lies the other difference between the boycott and the blacklist.

Returning again to the blacklist when justifiable: As will be seen, our prejudice rests upon the secret cover beneath which it operates, thus making it possible for any person to put charges in the man's mouth without disclosing their identity, and thus make the accused a victim of a secret council before which he has no privilege to defend himself. The most radical difference between the boycott and the blacklist, therefore, is the cover under which the latter operates, and which constitutes its chief function.

If we were to lay aside this cover and persecute the blacklist openly the plumage thus laid aside would develop a different looking bird altogether. Under these conditions an unlawful or disgraceful act could be proclaimed justly and the prohibitive influence of the blacklist extended just as far or farther than is now done in secret.

Any action that tends to deprive an individual of the right to defend himself is illegal, but the influence that places a ban upon his earning power and dumps him a pauper upon a community is damnable if the victim is guilty of no graver charge than trying to better his moral or social condition, which frequently presents the most common grounds for instituting the blacklist.

An exchange asks: "Is there any justifiable ground for boycott after all?" The boycott instituted by Typographical Union No. 6 of New York presents a case that answers that question most forcefully to our mind, and, we believe, satisfactorily to the mind of every fair-minded man, that there does exist justifiable reasons for the boycott. Shorn of its garb of secrecy and given that publicity that attends the boycott, the blacklist could be made to serve a purpose equally useful to the community by holding up before the eyes of the people those who commit crimes against our laws, thus calling for their banishment from the community if found guilty; but prosecuted on the same lines with ancient Venetian methods, the blacklist stinks with infamy that it more often places upon the innocent than the guilty.



### A GOOD POLICY SO FAR AS IT GOES.

We quote herewith an extract from *Anton's Magazine* for May, that compliments the policy of the New York Central, whose purpose it is said is to build employes' quarters along its lines equipped with home conveniences and supplied with those features that make it at once attractive and, at the same time supplying educational advantages to the men that are intended to make

them more reliable and competent employees:

As another evidence of progress and improved relations between large corporations and labor, the New York Central Railroad is making it a part of its policy to recognize that it has a duty toward the social and civic welfare of its employes as well as an interest in their economic efficiency. The excellent example set by Mr. Cornelius Vanderbilt in erecting a building for the use of the

employees of the New York Central, furnishing attractive quarters for social meeting, well-equipped dining rooms, sleeping rooms for the men away from home, a library, reading room, baths, gymnasium, lectures, etc., practically free, set the pace which the company is making it a part of its policy to follow. According to a recent report, these facilities are being established along this whole system. An encouraging feature of this is that the company expressly recognizes that it is inspired to this policy for social and patriotic as well as business reasons. They have found that the better the conditions under which the employes live and work the better and more intelligent citizens they are and the more trustworthy and competent workmen. In other words, the experience is that the best economic policy for a large corporation is that which does the most for the social opportunities and personal welfare of the laborers; that the bloodless method of treating labor solely as an instrument of production, out of which the maximum work should be extracted and into which the minimum wealth, opportunity and social culture should be infused, is bad business, bad economy, and ultimately results in bad statesmanship which may react disastrously upon business; in short, that it is as uneconomic as it is unpatriotic.

We have nothing whatever to criticise in the influences that such an institution wields over men who participate in its benefits. And that they will participate there is no doubt, for they will naturally make effort to enjoy the privileges of an institution to which they are required to contribute to maintain. Still, with all the benefits that are derived from it the real benefit that the wife derives is a great deal like a second hand smoke, purchased with a part of the family savings; it is greatly enjoyed by the head of the house and her pleasure exists in seeing the comfort he takes in it. We are not all smokers, however, and along this line will say that all men are not alike inclined to enjoy luxuries that they cannot share with her who saves the pennies to make ends meet. The influence of such an institution cannot be overestimated, still, could the same pleasures be shared among those at home, how much more beneficial to the community in general would it be!

It may reasonably be plead that there is no reason why a railroad company should extend an economic policy to

affect the families of their employes after the plan arranged for those in immediate service, because the benefits that accrue from such policy extended to the families could not be said to affect the interests of that company one way or another. It may also be plead that the benefits derived by each employe could not be secured elsewhere at the same price that paid in as membership assessment. Probably not, but let us look at the proposition as it is: As a general proposition all pleasures and advantages of a home should be shared alike. If one or the other indulge constantly in some pleasure or pursuit he follows a path that isolates him to a certain extent from his companion, either as affects that companion's society or their thoughts expressed. An unselfish devotion may prompt the wife to remain silent and enjoy(?) the "smoke," but the luxury is not one that benefits her in the same proportion as her companion.

If they are to be companions, let them enjoy their pleasures and pursuits in common. If it is not possible to do this with the salaries paid for the class service he is in, it would have a farther reaching influence upon the community generally to increase the wage of the employe that he may be enabled to share them alike with those dependent upon him. We believe that the New York Central means to be fair in many respects and that their interest in the condition of their employes is not alone confined to making more intelligent and capable draught horses out of the men, but that they are really interested in the welfare of those who represent so great a corporation as this largest of railroad systems. Still, a comparison of wage rates, especially among men engaged in train service shows them far behind other lines, even of the Vanderbilt system, of which it is a part. The education of the American is peculiar in some respects. He cannot lay aside that democratic spirit that gives him the right to say what he shall do with his own money. It would seem an injustice to him to take away that right to invest it as he sees fit even were he convinced that you were buying more goods for the money than he could buy, or, were investing it to

etter end to himself than he would interest it. On the continent a man may not do anything until he has a permit; in America a man may do anything unless it is forbidden. Such is the difference of privilege and accounts for the spirit of submission with which such features are accepted by employes of European railways and may fairly be said to enter into the consideration of wage.

What our American men want is the

right to spend their money as they like. In their demands they are only just, and if the wage rate paid by the Central equaled that paid by its connecting line for similar service they could surround themselves and their families as well with those comforts and possibilities for mental development that with the present arrangement can only affect the men themselves.



### TRADE UNIONS' DEPENDENCE UPON ABLE LEADERSHIP.

The unsatisfactory condition of affairs surrounding labor in several parts of the country and the influence that is forcing into idleness an army of unemployed, are becoming serious problems to the people who fear the ultimate effect of these wage wars. Many noted economists are trying to find a tangible solution for these gradually growing outbreaks and a remedy to prevent their recurrence. They have been moderately successful in determining reasons for the outbreaks for they all point to those modern conditions that demand a higher state of cultivation of mind and brighter surroundings.

Such is the aim of labor unions and so closely are their objects allied with the advancement of our nation that they are considered analogous to progress. It will be readily seen that any attempt to hinder or impede the tendency that contributes toward advancement means the rearrangement of our social machinery. Upon the American workingman depends our progress as a nation. It is true we must have capital as well, but there can be no capital without labor. Let us take for example a man who puts his capital into one thousand miles of elegantly equipped road that approaches perfection as nearly as it is possible to build it; what would such a line be worth if there were no men to operate it? or if the country traversed produced no freight for it to haul? Capital expects returns upon its investment in the shape of dividends, and interest; labor expects returns for its investment in the shape of constantly improving opportunities so that he that

renders service may live better, receive better wages and improve his surroundings. The tendency of the capitalist is to reach out and secure those things that increase his gains; the tendency of the laborer is to reach out and secure those conditions that will enable him to become a better and more intelligent citizen. A natural aptitude fits one to grasp the details of any situation and shape them to his will thus surmounting obstacles that his less fortunate neighbor must strive a lifetime to accomplish. The talent that develops in another, ranks him in another capacity, perhaps as a laborer who has the same ambitions but who lacks that gift of generalship that falls upon his more fortunate neighbor, thus proving that the same traits of character run through mankind as prevailed at the time when some were made to be the bearer of burdens, some to be hewers of wood and gravers of gold and silver and others to be overseers to set the people at work. The wages paid in wheat, barley, wine and oil must, we imagine, have been entirely satisfactory. If so they were a happy, contented lot, for whatever our station in life if those desires to which we have been educated are gratified we will work in harmony together. This education in ancient times consisted in the gratification of temporal wants; and, we are informed, that the day was so divided as to give eight hours for work; eight hours for refreshment and sleep and eight hours for the relief of the distressed and worship of God. Modern conditions, however, have brought about a state of affairs that

God gets a very small slice while the first eight hours is proportionately increased. While the worship of God may not enter so materially into the struggle that labor is making to secure a restoration of the division of time according to ancient methods, it is entering upon a very important battle to secure the hours for the education of the mind and the upbuilding of human character. We can conceive of no ambition more laudable in the sight of God nor more productive of good to any community. It is but natural that the education of three thousand years should demand more than the wages that satisfied the builders of Solomon's temple. A part of that education has been that among our workmen we have those who are eminently fitted to act as overseers who are debarred under the law of "supply and demand." These we have been taught by experience are endowed with that wisdom that makes their counsel good to follow and leaders who can point out the way by which we can successfully reach those concessions that bring to us the reward of our labor in its true worth. It is of crucial importance therefore, that we make a wise choice in the selection of these leaders. The justness of labor's cause is too well known to be dwelt upon here and developments have arisen that prove that the assertion of our principles will amount to nothing unless backed up by a conservative action and led by men whose integrity and influence has gained a place in the respect of our opponents and the esteem of his followers.

Gunton in his review of the month, says:

The larger and more widespread industrial concentration becomes, the more important it is that organized labor should develop correspondingly in strength, influence and high quality of leadership. It is not one whit less essential that a "stable equilibrium" of economic power be maintained among the various factors that share in the distribution of wealth than that these same factors be organized to the point of greatest efficiency in the production of this wealth. Indeed, from the broad social standpoint, there is no justification for the concentration of capital unless the resulting benefits extend to the community in general, which means chiefly the wage-earners, because more than

three-quarters of the population is in wage, or salary, receiving class.

Just at this moment, when the great industrial consolidation in the world's history has been consummated, it is of crucial importance that no point be lost in maintaining and advancing the present status of organized labor. If a serious effort were to be made to break down labor organization or restrict the freedom of laborers to unite for mutual advantage and protection, by discharging men for belonging to unions, the whole American people would have an interest in seeing that any such undertaking met with the most determined and widespread resistance.

In graduating the virtues upon which "stable equilibrium" depends, Mr. Gunton has placed "high quality of leadership" at the head where, in our opinion, it properly belongs. As many as have seen the results and felt the influences of wise leadership, naturally impart their influence to others and the result is a wide-spread desire to unite with a body whose chain of influences secure the conditions that obtain. It is therefore earnestly desired by every person who has the interests of labor at heart, to have wise and prudent leaders at the head of every organized body. One of our sister organizations is looked upon with a little anxiety by those who see the necessity for the exercise of the greatest prudence in carrying on their strike with the greatest combination the world has ever known. We do not assume that the leaders having this strike on hand are lacking in any particular, but we must not underestimate the strength of their adversaries either. There are cool heads working the problem at "the other end of the wire" and it will require cool heads to meet them on any proposition. As the success of any great undertaking depends upon quality of its leadership, we will naturally look upon the leaders in this instance with a great deal of interest. They cannot be insensible to the fact that they must, in a great degree, be held accountable for its successful termination.

The billion-and-a-half-dollar steel trust represents a concentration of capital that should extend to the community at large through those it employs by granting them the reasonable concessions that they ask. With the advance of progress and conditions arise that call for increasing

wage from time to time, just as new conditions arise in trade that give greater returns on the amount invested. The people understand this and their sympathies are with the great majority, because upon them directly depends the distribution of wealth that comes in the form of wages.

The American citizen has gone too far beyond that point at which he can be turned aside in his struggle for better conditions. Education has taught him what his labor is worth in the market, while competition has brought it up to the highest standard of efficiency. No

influence that capital can wield will ever drag him back into ignorance and barbarism. He has his flag planted high and means to plant it still higher in spite of the opposition he is receiving at present. We believe that the subject of able leadership will take the attention of many unions throughout the country before long. It is right that it should, and when all have chosen wisely the "stable equilibrium" of economic power, of which Mr. Gunton speaks, will be maintained among the various factors that share in the distribution of wealth.



### MR. SCHWAB ON TRADE UNIONS.

A man whose broad business capacity has placed him in so prominent a position as that held by Mr. Schwab, president of the billion-and-a-half dollar steel trust, could hardly be expected to make the statement that he made before the industrial commission through ignorance when he gave labor unions his unwarranted thrust. He said:

Under the labor-union system all members are reduced to a dead level of equality, and the wage scale largely is determined by the worth and capability of the cheapest workman, instead of the most capable and highest priced. This narrows opportunity, dulls ambition and gives no man a chance to rise.

Assuming that these are his candid impressions his sphere of usefulness to the world is, after all, quite limited, and could be vastly improved by the use of a little old horse sense and a little investigation of facts as they exist. No one will believe that Mr. Schwab uttered this statement in ignorance of the actual condition of affairs, or that he believed what he said to be true. It was a side thrust at labor unions, inspired by his antipathy for them and not a statement of actual conditions as they have come under his observation.

Gunton's Magazine for June arrays itself against the statement made by Mr. Schwab, and says:

This is the old, stale charge against trade unions, which never was sustained, because in any general sense it never was true. It is not surprising that the federa-

tion of labor has asked to submit a rebuttal to Mr. Schwab's statement on this point, and we shall be greatly surprised if it does not effectively dispose of him to his discredit. Mr. Schwab appears to have imbibed the bad as well as the good in Mr. Carnegie's methods. The treatment of organized labor, and especially that disastrous conflict at Homestead in 1892, stands out, and probably will forever stand out, as a blot on the industrial management of Mr. Carnegie, which no amount of free libraries can ever obliterate.

That workingmen make mistakes, are narrow, suspicious and sometimes treacherous, and do not always keep their agreements, will not be denied. They have all the weaknesses that ignorance and crude conditions naturally produce, but their improvement can only come along the same lines as the improvement of all other classes—association and organization. Of this, Mr. Schwab, as president of the billion-and-a-half dollar steel corporation, is the most conspicuous representative. A more striking spectacle of unfairness could hardly be found than the head of a steel "trust" arguing before the industrial commission against the right of workingmen to organize in their own interest. A mere sense of the fitness of things should have admonished Mr. Schwab to be silent on that subject.

It has been well said that he should have remained quiet on that subject. He has done nothing more than to expose his vindictiveness toward labor unions, a statement that on its face people look upon as a falsehood, and, to a man of his station, it is ill-becoming to say the least. The harm that such an utterance does,

however, is not worth while considering. Indeed, it may be said that such thrusts only strengthen the position of labor. Mr. Gunton's views on the economic conditions of labor are such as are accepted everywhere as highest authority, and he views Mr. Schwab's statement as absurd in extreme. Mr. Schwab's lack of tact in showing the antipathy of the concern he represents is of itself an act of

gross imprudence that should not be overlooked. It was a most unwise act, and in the vernacular of the gamester, "a bad play," that one would not expect from one in his station. It has drawn to him the criticisms of not only the labor unions and noted economists, but is claiming the attention of those whose influence may tend to depose him.



### TOO MUCH INJUNCTION.

Those who have been witnesses to the far-reaching influences of that legal instrument, the injunction, and have seen how it has been made to cover nearly every act that a man, under ordinary circumstances, had a right to do, are not surprised that it has been made use of to prevent seizing the paraphernalia of a gambling house in Chicago. In this instance we are the spectators to a play that while it may appear absurd and unjust to the community in that neighborhood, gives us an opportunity to enjoy the writhings of others when the straight jacket is applied.

We find that human nature, however, acts in about the same manner under torture. When Judge Hanecy issued the injunction protecting the gambling joint of Powers & O'Brien from a police raid, Mayor Edward F. Gorton of Lake Forest, said:

"I would have ignored Judge Hanecy's writ of injunction if such a proceeding were resorted to in Lake Forest. I would have gone ahead and disobeyed the injunction and given the court an opportunity to learn a lesson. Judge Hanecy exceeded his authority, in my opinion, and if I am right the injunction is void."

An injunction to prevent officers of the law from enforcing the ordinances that insure domestic peace! What next? And yet its operation in this respect is no less absurd than to enjoin men from doing what the law permits them to do as citizens under ordinary circumstances. It is our opinion that a little more exercise of this kind of judicial authority will be the means of opening the eyes of the people who will demand that certain boundary

lines be thrown around this legal instrument that has been made to subserve every end just or unjust, and that its latitude be defined so clearly that will leave no room for doubt just what the purpose of the law was when it was framed.

It was a Kentucky judge who enjoined the collection of union dues and strike assessments, also every effort to persuade the men to strike and the furnishing of food to strikers, but his action has provided an arsenal and a powder house for the enemies of government by injunction.

His decision, the Chicago Record-Herald says, "is in word and spirit wholly irreconcilable with those fundamental principles of civil liberty which remain unchanged through all the manifold changes of industrial life." Upon this same subject it further says:

Though there is an itching for statutory enactments to regulate the relations between labor and capital the old laws of civil rights are quite sufficient to stop every wrong during labor troubles which it is within the province of law to touch at all. Such wrongs may be classified roughly as wrongs by physical violence, by intimidation and by obstruction. They violate rights which were recognized and established in English law before the American republic was founded, the rights, namely, of personal security and personal liberty which have always been protected by certain penalties for their infringement.

It should be very easy, therefore, for a judge to draw the line between what a striker may and may not do. If the man stabs a nonstriker he is simply a criminal who deserves a criminal's sentence, and in general the less that is made of unionism and nonunionism in the matter the better. There is too much refinement on



at point, when all that is necessary is great crimes and misdemeanors as such, to guarantee to every citizen the protection to which all citizens are entitled. That this is not done is due to no defects in the law, but to the cowardice and demerit of dishonest and incompetent executives.

Then, however, a judge anticipates acts of violence and intimidation so far as to forbid a legitimate association from proscribing by any means whatsoever and assisting strikers by contributions of food and money, the question of rights comes immediately reversed. The right to associate and the right to assist both inalienable in a free country and ways will be as they always have been. They may, of course, be abused, but even suppression is not to be thought of unless we are prepared to suppress the principles of democracy.

For is the problem complicated very much by the element of conspiracy. A conspiracy which merely aims to persuade to a course that is perfectly legitimate in itself and affords them support and refuge should not be considered wrong or illegal. It is only when it encourages infractions of those personal rights to which we have referred that it becomes malignant and unpermissible, and a proper execution of the old laws would render it harmless.

We cannot understand what influence causes rise to the peculiar formation of this matter in the craniums of our judges that they have such hallucinations regarding the rights of citizens under the provisions of the constitution. As said that every man has his hobby and it seems that some of our judges

have theirs when they lay awake nights studying up new territory to bring under the power of injunction. If there is any man who should be free from hobbies it should be the judge. "A calm, dispassionate individual of imperturbable gravity," we expect him to interpret the basic principles upon which our rights and privileges rest. If he lack this power of discernment or abuses the authority vested in him, he becomes a burlesque upon the position he fills and his continuance in office rather invites ridicule than respect. The American people do not partake of that ancient faith "the king can do no evil" much less those of their own number who have risen upon the assumption that they are fit to judge all mankind. Our constitution is broad and liberal and equitable in its provisions. We are an enlightened and intelligent nation. Then let its interpretation be handed down as coming to a people who can read and write and who know when their personal liberties are abused.

The whole proceeding by injunction is exceptional and extraordinary, but it has been so abused that the writ may be issued to prevent almost anything. The presumption, however, remains that it is only resorted to in cases of pressing necessity to avoid injurious consequences. It is a rule of equity that an injunction should never be granted except where irreparable injury is threatened, and a court in granting it should be satisfied that its issuance will not work a like injury to the party enjoined.



## OUR UNWRITTEN SIGNAL CODE.

The Railway Age contains a communication from one evidently an old trainman of experience, who advocates the adoption of a more extended code of hand signals to be used in the handling and switching of cars. He says:

In the past few years the railroads all over the country have spared no expense, and, in fact, in many cases, have been lavish in the expenditure of money, to perfect the system of handling trains, both as to dispatch and safety. They have proved the air brake until it is today a marvel of simplicity and effectiveness. It has entirely eliminated the old "broke in and run together" story, which cost

the companies millions of dollars, and caused innumerable trainmen to look for new jobs, and has reduced to a minimum the accidents at grade crossings, collisions and the hitting of stock and pedestrians on the track.

The adoption of the M. C. B. coupler with the M. C. B. rules has brought the cars to so complete a standard that interchanging from one road to another is accomplished with as much ease and dispatch as the transfer from one division to another of the same system. The automatic couplers, when kept in good order, make the once hazardous task of coupling cars far more speedy and without danger to life and fingers, as in the

case of the old link-and-pin couplers.

In fact, the cars and equipments are so uniform that, with the exception of too many different designs of lifting levers on automatic couplers, there seems scarcely any room for improvement in this line.

Considering all this care and outlay, the economy in the use of fuel, oil, waste, etc., and the strict accountability in which the conductors are held as to delays and safety of trains, it seems strange that one source of petty delays, loss of time and damage to cars and lading, which cannot be classed as resulting from accident, is almost entirely overlooked. I refer to the lack of uniform signals by hand and lamp from trainmen to enginemen, and the lack of judgment in giving signals. It is surprising how many drawbars are broken, draft timbers pulled out, cars and freight damaged, and delays caused by this lack of system in signals. Since 1888 I have been employed by several different railroads in the transportation department and find this matter almost entirely overlooked by all. Although a trainman and, of course, inclined to blame the engine crew for all the trouble possible, this is so plainly the fault of those giving the signals, that I will defend the engineer and charge it to the lack of uniform signals.

Looking over the book of rules, both standard and others, we find under hand and lamp signals, "Go ahead," "Back up," "Stop" and "Brake into," which show the extent of the printed rules regarding such signals. Experienced railroad men have added and handed down, independent of a ritual, various other signals, such as, "To open street crossings," "Head in siding," "Back in siding," "Cut off engine or cars," "Kick Cars," "Reduce speed," "Car length," different tracks and others too numerous to mention. In fact, a crew of good brakemen and enginemen who work together for some time, have this system of signs so perfect that it is surprising how speedily and safely they handle their train, which would be impossible with only the printed signals to work by.

A few days ago I was watching a crew make up their train at a junction point. They were all throwing their feet out to get away from town and all were in a rush. They backed in on a track with six air cars and four non-air cars to pick up ten empties. When within four or five car lengths of the empties, the engineer not moving fast enough to suit him, the head shack proceeded to give a violent back-up signal; the engineer increased his speed, and when within about a half car length of the empties the brakeman gave a violent stop signal, the engineer applied his air full force, the cars came together with a boom, and

while the force was not enough to do anything, the air being set tight on the engine and six cars, the recoil empties jerked a knuckle pin in. One brakeman ran to the engine and to the caboose for a pin, but a pin would not fit the place; the engineer backed to offer his usual advice, and by a trip to the car repairer's shop, which stood close by, they found a pin and proceeded with their switching. A loss of eight minutes and a lot of unnecessary steps. And why? It was not an accident, but because the brakeman failed to give a signal to reduce speed. In over three years' experience and considered by the crew a good brakeman, but standing where I could see the engineer, the signals, speed of train and distance apart when the stop signal was given, I considered it rank work on the part of the brakeman and wholly excusable. Had he studied the fault, the recoil and the strain on the couplers with the brakes set on the head car, had he ever been instructed in the matter, he would not have made the couplers and the recoil would only have driven the cars back a short distance, then he would have backed up and made the couplers and saved the damage from neglect and given the warning signal.

Such work as this makes the engine crew uneasy, and he creeps back three or four miles an hour, which uses up a great deal of time; consequently, it takes thirty or forty minutes to do fifteen minutes' work. It oftentimes ten minutes' delay at one place makes four or five hours' difference at the end of the run, on account of many points.

Another crew was switching at the same place; they had hold of two cars and were backing down to pick up a car about a hundred car lengths away. The brakeman stood on the rear car giving hand signals of all kinds, even took off his hat and swung it to emphasize his signals, but the engineer poked back about the speed of a slow walk, while the brakeman, becoming exasperated, pulled his hair, called the engineer all the pet names in the brakeman vocabulary, and then got down on the car and said: "Well, your time, you old (gentleman?)". It took six minutes to get the car, where ordinarily it would have taken less than two, and it was the same way with their switching; all because some car brakeman had failed to give the engine a warning signal, and had let him run into a cut of cars a few times and had his head up against the cab; consequently he had learned to distrust them and along as if the brakeman were there to throw switches and kick off brakemen.

On this division there are the extremes in giving signals. One will give a stop signal before the cars come together and when the engineer stops will the

ck-up signal and make the coupling. Other will wait until the cars are set together and then give a violent signal. If the engineer can stop all and good; if not, the cars come to-  
 er with a shock that almost knocks men off the engine, jostles the freight in the cars, and makes draft tim-  
 pools fly in all directions. This man d give the same signal to back up ten that he would ten car lengths; con-  
 ently, the engine crews on the ion are governed not by the signals by the men giving them.

ould give hundreds of cases of cars drawbars being broken from this lack uniform signals, but the above is suffi-  
 to illustrate my claim that this e of needless delay and expense d be easily remedied. I have made matter a close study for several years see no reason why a traveling train-  
 er could not bring a whole system o such a standard that trains could andled without any delays or damage ever from this source. Require neers to obey signals and instruct men to give them uniformly, and if are too thick-headed to conform to rules the railroad companies are bet-  
 id of them. There is a vast field for ovement in this matter, and I have a wondered why it is overlooked by rintendents who are striving to bring r divisions up to a perfect working em.

is is a subject that comes home to y man who runs a train as a picture to life, but owing to the lack of any position in the use of the common code nwritten signals it has never ap- ed to the majority of us to get our cent" registered. There is no crew se duties throw them together con- tly but will soon adopt a code that embody everything from a crooked or a flat pin to calling out the ker. The necessity for uniform sig- in this connection does not appeal s except from one point of vantage, that is to facilitate the work of men nging from one road to another. The als of the unwritten code do not vary h on lines of the same system as a , and I might say that certain signals as widely employed as those of the dard code. The officers of our rail- ds are awake to the fact that they litate the work and find no reason to rferre in their employment. They are iliarities that take the place of words certain degree, and men should be

free to adopt any mode of expression in this respect that they wish. In making this assertion, however, we have taken into consideration a score or more of specific signals that have among them some of a ludicrous nature but neverthe- less have their meaning with the rest. In justice to the writer we do not believe that the printed code should contain those signals that have become common to all parts of the country, viz: "To open street crossings," "Head in," "Back in or out," "Cut off engine or cars," "Kick cars," "Reduce speed," and several others equally important.

It is not a subject alone of interest to the brakeman, but is of equal importance to everyone engaged in train service, and we have no hesitancy in saying that if the point of adoption in the standard code were shown to any management as advantageous that no company would object to the amendment. The Railway Age seems to think, however, that good judgment and good feeling prevailing there would be no use for the auxiliaries employed by our switchmen. Our experi- ence has been that these auxiliaries are themselves the very embodiment of good judgment and go farther toward main- taining that good feeling it speaks of than any other thing could do. A few rank "bulls" on the part of one enjoying our good will and when "good feelings" prevail, will often stretch the tension to its fullest capacity, and if we don't say it aloud we think some things that would not look well in print. We cannot con- cede what the Age says: "It comes down really to a matter of good discipline, for the enforcement of which the superin- tendent is the responsible party." One has but to imagine a well disciplined force of office clerks taking out the old hump- backed local and getting over the road on time, employing only such signals as are laid down in the code, to see where the Age lacks in making such a statement. We will admit that a good officer is necessary to the perfect operation of any line of railway, but we must not forget the les- son that has come down to us through our recent war with Spain: "It was the man behind the gun who did it."

## AIR BRAKES A STUDY.

With our August issue we will begin the publication in serial form of the progressive form of questions and answers on the air brake. These questions and answers were formulated at the last meeting of the Air Brake Association and are the most complete comprehensive list of questions ever published.

The questions are given in the order that a person would naturally ask for information, each question being as closely related to the connecting one as it was possible for the committee on this work to get them. In arranging them the committee has placed the different topics in the order that, in their opinion, they should come, that the student may obtain a clear knowledge of the system without confusion by attempting the more difficult parts at first. It is the belief of the committee that the student should start on the automatic system with the triple valve, that being the fundamental part of the automatic apparatus. After he has obtained a good knowledge of its functions and operation he can more easily grasp the reasons for the other parts than if he started otherwise. Some of the questions may seem unnecessary, in view of what has just been said, but so many of these, so-called, finer points have been slighted in former publications, and are so little understood by

a great many, that their importance to the system is underestimated. It is borne in mind that each part of the system is so closely related to the others that no material change can be made in one without also making changes affecting the others and the result is not gained.

The subject of the air brake is one which should be of interest to every conductor in train service, for it forms a distinct feature in the education of a man whose duties require a knowledge of the supervision of trains so equipped. It is the jurisdiction of a conductor over his train, and he continues to be from the "point" to the rear draw-bar in his capacity as a pilot. He should possess as perfect a knowledge of the mechanism of the air brake as he possesses judgment in the handling of that train as he possesses judgment in the handling of a general way.

This column will be edited by a well known brake expert, Mr. Geo. P. ... of the Iowa Central, who will answer such queries as the text may give. We believe the subject is one on which all conductors will find sufficiently to their interest to digest each lesson thoroughly and thus advance in that part of their education that will enable them to be masters of every detail connected with the safe and proper handling of their trains.



## FAKE PUBLICATIONS BARRED.

The ruling of the Third Assistant Postmaster General affecting second class mail privileges is now understood. The phraseology of the circular sent out by the department led to a misapprehension at first regarding the scope of the proposed ruling and many supposed that it would affect all publications which offered any inducements of any kind to subscribers.

The intention of the ruling is to deprive fake publications of second-class mail privileges and does not affect those publications that occasionally offer some minor

premium that of itself is insignificant compared to the value of the publication itself.

It is said that the number of fake publications that exist and enjoy the privileges as legitimate publications is something enormous. The title of fake publications is but an excuse for the operation of a giant lottery scheme in which the subscriber subscribes for a premium, the publication having no merit whatever. Under such conditions the mails are made to serve other purposes than that for which

intended and the action of the Third Assistant Postmaster General was well en.

The Record-Herald says concerning the nature of these fake concerns:

Their publications are not taken on their merits. Subscribers are secured by offering a premium that is much more valuable than the published subscription price of the periodical. In fact, the subscription price is merely nominal. Under such a policy it is very clear that "subscriber" does not subscribe for a publication; he merely subscribes for a premium. A subscription list secured in this way is not a legitimate list of subscribers" under an honest interpretation of the postal laws and is not entitled to the pound rates.

By offering premiums that are several times the value of the nominal subscription price some of these publications have sought big "circulations," which, of course, appeal to certain classes of advertisers, and the government is hauling hundreds of tons of such advertising periodicals at second-class rates. Of course the interests that will be affected by the ruling are making strenuous efforts to array all the publishers against it under the representation that the ruling is aimed at all publications which offer premiums of any kind to subscribers. Legitimate publishers, however, will not be deceived. They will heartily indorse

any ruling that will debar from second-class privileges all publications that depend entirely upon premiums for their circulation.

There is possibly not one person who reads THE CONDUCTOR but has received samples of this class of stuff whose columns are filled with stereotyped matter that has no merit whatever, but which its publishers foist upon the public with some proposition that offers as a premium some article of more or less value than the publication itself. They are an advertising scheme pure and simple and their honest intention is not to produce anything of literary merit but to boom something in the line of merchandise wherein they derive a profit, and thereby they partake of the nature of a lottery. The purpose of the law giving second-class rates to legitimate publishers is not subverted by any institution that uses those privileges to cover a scheme that is a lottery and no legitimate publication will countenance any appeal that they may make to sustain themselves in it. The deficit in the postal system would show far less had a similar ruling been made long ago.



## THE RAILROADER.

use, and sitting, think of him who braves wintry blasts, the damp and chilling winds,—roar and fury of the elements.  
What to him are the raven wings of night that try, in vain, to choke his lantern's glow, him as dear as life, a valiant friend—on danger's warning star. If cars do rock reel like ships upon a wind-tossed sea, as he grow pale and tremble with the fear being dashed to earth? Like one who's sailed rough and ever greedy seas, he joys knowing it is part of Duty's need know thy work—dreams not upon that sleep which kisses down the eyelids still. Yea; when balmy winds of summer sweep across golden fields of wheat and tasseled corn gently come to kiss his cheek of tan, feels that life has not been all in vain.—chance, it illumines the Past and the sacred spots  
The bright—where boyhood days ran quiet as brooks by which he played with childish glee, on skirting over prairies that do stretch level seas, no pleasing sights to greet eye, nor sounds to greet the ear, save the

Dull roar of ever onward moving wheels—  
To him, now music grown, and yet how oft  
Cruel instruments of Death,—I wonder if  
His thoughts revert to those who pray for his  
Return—or is this paramount within  
His brain? What is the home to him when worn  
Out both in body and in mind?—'tis Heaven's replete

With joy. What if the little one does come  
To sit upon his knee and pull his hair,—  
To lisp in childish tones? Does he not then  
Forget his worry and his trials? And when  
His wife implants a kiss upon that face,  
Begrimed with smoke and the tint of toil and greets

Him at the threshold door with look divine,  
Does he forget the pressure of his days'  
Hard work? Joys few and dangers manifold  
Fall to his lot. Ingratitude with all  
Its keenest pangs and thrusts oft comes to warp  
His fondest hopes. One breath may make him thrill

With proudest joy,—the next a being most  
Abject. So runs the railroad world today.

Osawatimie, Kans.

—LORENE E. GARTLEY.





Editor Railway Conductor:

Auxiliary 106 has been steadily growing in membership and interest, and as energetic as the hot weather will permit. We have had several visitors since our last writing, the last, Sister Greno, of Longview, Texas, and Sister Mahoney, of Auxiliary 105. Welcome, Sisters, at any and all times! Brother and Sister Briton and daughters, Hattie and Anna, have gone for a three months' visit north. How we will miss our prompt Senior Sister Briton! We will feel lost without her.

Our stay in St. Paul was a "dream of delight," and many things learned for future good for our Auxiliary. How we appreciate the many kindnesses of the different Brotherhoods and their Auxiliaries! How hard they must have worked to have succeeded in the perfection of their many plans! We cannot say enough in praise and gratitude to these generous and noble-hearted Brothers and Sisters for their manifest love and the anticipation of all needs. Will you accept from one out of many, my sincere appreciation.

Our Grand Officers certainly deserve more than words can express for their patient attention to the many demands made upon them during the convention. Auxiliary 106 is happy in the knowledge of their choice of Grand Presiding Officers. Sickness has invaded several of our Sisters' homes—Brothers Ashley, Harter and Johnson. Brother Ashley has been in bed for two months, but is a trifle better at this writing. Brothers Harter and Johnson improving.

We have an initiation for next meeting. Many more "almost persuaded" that the degrees are not hard to take. No, not hard to take. Oh, if all would just try to remember the obligation as given in the purity of its teachings, how blessed indeed, our Order would be. By this I do not mean a rebuke, for many unkind words and deeds are thoughtless and not intended, though they rankle and hurt even more than bitter rebuke from intention. Brother Frank Shepard, please accept congratulations from Auxiliary 106 for yourself and wife, and may all happiness be yours. Many thanks, dear Sisters of Palestine and Cleburne, words like yours make sunshine in the heart. We may write our names in journals, we may trace them in the sand, or chisel them in marble with a firm and skillful hand; but soon the page will be sullied, soon each name will fade away like earthly monuments will crumble, and like earthly hopes decay. But, my Sisters, there is a journal full of

leaves of snowy white, where no name is ever tarnished, but forever pure and bright in the book of life, God's Journal. May your names be found with care, and may all who here have written, write their names forever there. With best wishes for the O. R. C. and L. A.

Fort Worth, Tex.

MRS. F. A. INGRAHAM.



Editor Railway Conductor:

As nothing has been heard from Auxiliary 108 for a long time, you will think, no doubt, we are all lost, strayed or stolen, but to those who have set their hearts on a reward for our capture, you may bid that hope farewell, for we are hail and hearty and with our new officers in their places. We hope to stand the storms of another year. Although our membership has been considerably reduced by removals we still have some very faithful members.

Sister Sade Castles, who has moved to Chicago, still favors us with her presence occasionally. Sister Bowersock has moved to Los Angeles, Cal., and is delighted with her new home. Sister Holiday has moved to Jacksonville. Sister Cowen, for reasons best known to herself, saw fit to withdraw from our band. We regret our loss, dear Sister.

We celebrated our birthday anniversary April 6 with a banquet at our hall, which would have been a grand success had it not been for the gross insult to us by the Sec. and Treas. of Division 206, Brother Shehan deliberately accused us of ransacking in their desk, prying into their private drawers, reading their rituals and registering a kick against the bible, and he publicly demanded the key thereof. Had it not been for Brother Riley, the big medicine man of the Order, no telling what else Brother Shehan might have accused us of. Brother Riley seemed deeply grieved by the manner in which Brother Shehan had assaulted us and made all manner of apologies for what he had said, and in place of the key demanded by Brother Shehan, he presented us, in behalf of Division 206, two keys to a beautiful desk, given to us as a birthday present by Division 206. They also gave us our hall-rent free for a year as a Christmas present. We extend our heartfelt thanks to our noble Brothers for their thoughtfulness of us and their kindness toward us, and wish them many years of unbounded success. As our new officers for this year have not been men-



tioned in THE CONDUCTOR as yet, they are as follows: Pres., Kate Castles; V.-P., Helen Schmitt; S. and T., Ada Ashley; S. S., Cathleen Hobbs; J. S., Ada Rockford; Ex. Com., Sade Castles and Ada White; Correspondent, Nellie Miller; Musician, Wilhelmina Martin; Delegate, Ada Ashley.

With best wishes to all Divisions and L. A.

NELLIE MILLER.

Springfield, Ill.



Editor Railway Conductor:

I will report in this letter that luck is with us. We had two initiations since my last communication and another one on hand for the second meeting in June. We all had a very enjoyable time at the sociable held at Sister Overcash's. All possible was done by the hostess to make the evening pass pleasantly. Between thirty and forty were present. The sick members were not forgotten by Sister Overcash when the refreshments were served. Now they are reported well, so we will expect to see them in Division meeting. The weather is becoming favorable and there is no reason for the absence of any Sisters. Surely they can spare one half day twice a month to promote the L. A. work, when it is tied so firmly to the O. R. C. and its labors. I was not present at the last meeting in May, but from the reports they had quite a good and successful gathering. I was present at the St. Paul convention and met many old friends, and also made many new ones. My dear little seat mate from Bloomington, Ill., I think of quite often. I felt very sad at parting, but hope to meet her again in Pittsburgh in 1903. I saw by viewing the work while at convention that 88 is quite up to date, and I think the insurance feature, as now arranged, proves very satisfactory to our insured members. All are now eagerly awaiting the new constitutions and book of proceedings of the convention.

I hope all delegates received as hearty and pleasant a reception as was tendered me on last Tuesday evening, although the weather was not pleasant. The crowd and refreshments were fine, gentlemen and ladies were all jolly, and we were all sorry when the festivities ended. Thanks to all for the arrangement of this social.

Altoona, Pa.

MRS. MARY M. MCCURDY.



Editor Railway Conductor:

Looking over the last journal I saw quite a number of letters, and all seemed anxious about the coming convention, but as it is over now and 140 was not represented, we feel somewhat in the background, but our delegate took sick just before time to go, and that is why she was not there. But don't think we will lose interest, as we are working hard to build up our Auxiliary. We have gained five new members this year, and have been quite busy otherwise. On the 19th of February Division 193 and Auxiliary 140 held a grand ball. We had quite a number of Baltimore and Martinsburg Auxiliary ladies in attendance, and they all expressed themselves as having had a good time. Those from Baltimore were Mrs. Cox, Waljan, Black and O'Neal; and the Martinsburg ladies were Mrs. Heallam, Prisal, Zepp, Hipsley and Burket. The next day was spent with a trolley ride through the city.

One other feature we have is our monthly social, and it brings the Conductors and the Auxiliary and all friends together, and it is quite a success and brings a neat little sum each time. The 18th of last month it was held at Sister Harry Cole's, and we had a royal good time as Brother Cole and his esteemed wife did everything to make each one feel at home. The next on docket is our picnic. We are anticipating a good time, so you can see we are not asleep.

I am sorry to state that Sister Charles White has been very ill and under the doctor's care, but is some better now. We hope she will soon be able to be with us again. Sister Moore is our Grand Pres. That she will have a prosperous and successful term is the wish of Auxiliary 140.

Cumberland, Md.

MRS. A. C. SCHMUTZ.



Editor Railway Conductor:

Our little Auxiliary No. 31 is progressing slowly but surely. We have been obliged to overcome many difficulties, but at present there seems to be a bright spot in the horizon, which we do not hesitate to think will widen and develop into broad sunlight, when our future shall be an assured success. Our President has been most untiring in her efforts to promote and sustain charity, truth and friendship in our beloved Order, and from present indications we think she has been most successful. The results are certainly gratifying.

Once again the charter of Auxiliary 31 is draped in mourning, signifying the death of a much-respected Sister, Mrs. E. H. Smith.

May I say one word in behalf of the beneficiary department? I hope that by January 1 every member of Auxiliary 31 will make application and fill out a certificate in the beneficiary department. For myself, I am anxious for its success and will assist and induce every member to secure certificates, and that all Sisters will study this question thoroughly, and by January 1 will be provided with a policy. Wishing success to the L. A. to O. R. C.

MRS. H. L. VINING.

Cheyenne, Wyoming.



Editor Railway Conductor:

As a member of Auxiliary 80 I take this opportunity which THE CONDUCTOR affords me and every member of our sisterhood to write a few words in behalf of our non-attendance, of which our President so often calls our attention. We have elected good officers for the year, and with so good a leader as Sister Walsh for President we ought to be one of the first lodges of L. A. to O. R. C. in the state.

We have added quite a few new members already. I wish every member of our Auxiliary could try to persuade some Brother's wife to join us before 1901 closes, and by so doing promote this good cause. Sisters of No. 80 who have been negligent in their duties to attend, come, now, and help your officers. Do not stay away and think you will not be missed. Come to every meeting and encourage our officers to perform their duties.

The Sisters have been quite busy making a silk quilt, which is a beauty, by the way. It is now completed and three hundred tickets are out for sale. One Sister, of whom I shall speak personally, is Sister Moore, who has outdone us all by

selling fifty-two tickets. We intend to serve supper the night of the drawing of the quilt, which we hope to dispose of by the last of this month. The Sisters gave a surprise party to Brother Corwin and wife, it being the anniversary of his birthday. Those present enjoyed some beautiful music, rendered by Miss Maud Bowman, Miss Elsie Collins, Miss Minnie Dean and Miss Edna Lewis. Supper was served and all did ample justice to the repast. All spent an enjoyable evening and went home rejoicing, after wishing them many happy returns of the day. Wishing the sisterhood and all members of it success and prosperity for the coming year.

Elmira, N. Y.

Mrs. I. V. L.

#### Editor Railway Conductor:

At our last meeting we had a very good attendance and a lot of smiling faces, when we heard about the increase in our insurance. Now, you are all aware of the fact that women like to talk (and persistent talking in the right direction may do a great deal of good), so I want to say a few words to our Sisters about the insurance. I would like to see all of our Sisters interested in our fraternal beneficiary, and now since we can take out a policy for \$300.00 for the same assessment as we did for \$200.00, you should grasp the opportunity, for I am sure this is a very cheap charity investment for you to aid some Sister who has to struggle along, and whose husband, should she die, would have to borrow money with which to pay her funeral expenses. Now, Sisters, look into this question intelligently and make our insurance the feature of the Ladies Auxiliary.

On the evening of June 20 a number of O. R. C. Brothers and their wives were royally entertained at the cozy home of Brother Balleets, it being the twenty-ninth anniversary of their marriage, and, as token of their appreciation, they left with them a handsome rocker. Sister Long made the presentation speech, and was responded to by Sister Balleets. Music was furnished by the Mandolin Club. Excellent refreshments were served, to which all did justice, with the exception of one Brother, who was not well and could only eat two large saucers of ice cream. At a late hour we adjourned to our several homes, wishing the host and hostess many more years of joy, peace and happiness.

Mrs. HARRY RIDDLE.

Sunbury, Pa.

#### Editor Railway Conductor:

It is with pleasure that I report to you the good news of our prosperity in building up our good Order, in reaching out the hand of fellowship. Auxiliary 48 and Division 148 have much to be proud of. We work in harmony together, extending to all love and sympathy. What more can we do? One inspires the other in our work. I am proud to say I belong to the Ladies' Auxiliary to the O. R. C. Oh, Sisters! send in your application. Help the good work along. Think how much good you can do. You don't need to neglect your home or church by joining the Order. No, no, on the contrary it will help you in power and spirit to do God's work, and your husband will feel better, will be more encouraged and help drive away the clouds of gloom,

add sunshine unto life. We cannot do wrong and feel right. Sisters, how often in life do we see our pathway overhung with clouds? Grief and sorrow, an unbidden and unwelcome guest; sorrow and misfortunes gather around us, causing our hearts almost to sink beneath their weight. It is in the darkest hours that the heart needs the comfort of the kindness of sympathizing friends. We have constituted that to a degree I think our happiness is dependent upon others. The heart is fed by friendships, and we need the smile and the glowing forth from the face of others as much as the little flower needs the warmth of the sun and the cooling showers. Words of kindness fall upon the heart like the gentle dew. We know not how we may not know, the good we might do in this life by simple deeds of kindness. They are more than gold or silver.

Our May festival was a grand success; it was one week. Big crowds. The Midway was the attraction. It was there that the old was again; gay and happy and enjoying the sport. I can vouch for the merry-go-round circle, the best sport of all. I lassoed one of the boys and enjoyed several rides with the boys and I think he was the best horse in the ring. I engaged him for next May.

Our annual outing party that Brother and Sister Stegall gives to the Brothers and Sisters every year was a grand success socially and financially. We were received most cordially by Brother Stegall and their lovely daughters. We do not express the pleasure and enjoyment with the refreshments were elegant. The tables were set in a triangle shape to represent our motto under the big shade trees on the beautiful lawn by the side of the most beautiful lake with pond lilies and fish. This lake is fed by one of the finest springs in the state of Georgia. Brother Stegall's flowers were all in full bloom. We had music, dancing, and Miss McFarland, to our delight, some old plantation recitations in exquisite style. Miss McFarland being a beautiful southern girl, who are noted for their beauty and grace, recited finely. Some of the party went out to her home in carriages; forty-five of them went out in a special train provided by Brother Griffiths. All vote him a vote of thanks for his kindness. He is one of the best workers in the Order. Those that missed going to Brother Stegall's party have just cause to regret it. Our picnic given by Division 148 and Auxiliary 48 was a grand success. It was a boat excursion on the Tennessee River to a place called Blue Springs. A barge was fastened to the boat for the dance with waxed floor and the best band in the city. It was enjoyed it; the beaux and belles tripped the fantastic toe. One Brother was so enchanted with the dance and his best girl he gave her his best smile, and to prove his fidelity to her he gave his conductor's badge off, which is not permitted by the Order to an outside person, and pinned it on her heart to wear to prove his fascination to the young lady. Well, the old story of love is always new. We will not laugh this time at Brother.

Brother Griffiths, as chairman of the entertainment committee, cannot be given too much credit for his hard work for the success of the O.

picnic. He has given much of his time for the work. He don't wait and hold back for others to do the work, he just puts his shoulder to the wheel and everything moves like clock work. Brother Taylor Williams is one of our most enthusiastic workers for the benefit of the Order. His heart is filled with charity to help the good work along. Brother Winston is another good Brother. The world is not filled up with his kind. If it were so the widows and orphans would be provided for and make their hearts happy. He shows by his good work it is more blessed to give than receive. The little drama of three acts, entitled "Oh Why," was given. The audience was small, but very appreciative. It will be repeated some future date for the benefit of those that missed it. All should see it, for the moral is good. Brothers, we thank you one and all for your co-operation in our good work for the Order. MRS. LOUISE OLIVER.

Chattanooga, Tenn.



#### Editor Railway Conductor:

We have just about recovered from the excitement of the convention and are now ready to begin work in real earnest. We have had two delightful meetings since the convention; the first was very largely attended. The delegate's report was read and much enjoyed, and we were much gratified on hearing the report of the general Secretary and the Secretary of the convention committee, which showed that after all expenses had been paid we had a neat sum to our credit. This we decided to bank and shall use for purposes we see fit in the future, placing it as a special fund, separate from the regular funds of the Division.

A pleasant incident of our first after convention meeting was the presentation to our President, Sister J. W. Gilboy, of a handsome sunburst pin. Sister McManus made the presentation in a few well chosen words, referring to the efficient manner in which our President had guarded our craft so successfully to a safe harbor at a time when storms, peril and shipwreck were so imminent. Sister Gilboy was taken wholly by surprise and expressed her appreciation of the token given. Sister Gilboy, in behalf of the members of the Auxiliary, presented Sister McGiven with a handsome set of sterling silver spoons. Sister McGiven has been our musician for several years. Every member of the Auxiliary joined heartily in the presentation, as we all appreciate the faithful service and devotion of both members. We are preparing to give a member's picnic early this month. We are also looking forward with a great deal of pleasure to the conductors' excursion up the river to Shakapee July 13. We appreciate the pleasant relations existing between Division 40 and ourselves.

The meeting of the Grand Division in St. Paul has already accomplished much in awakening interest in the northwest. Only at our last meeting we had a letter from Sister Bieberman, in Duluth, stating that a number of the conductor's wives in the Zenith City wished to organize an Auxiliary at that place. This would include West Superior, Staples, Bralnard and a number of other adjacent terminal division points. 'Tis true we would lose four or five of our good members, but St. Paul is a

large field for work and I believe there are any number of conductors' wives that would join the Auxiliary if they were only invited and urged. I know that if they knew of the pleasure and benefit derived from the meetings no power on earth would keep them away. Despite the fact that our last meeting day was one of the hottest of the year, we had a very good attendance; in fact, we have become so interested that we cannot bear to stay away from a single meeting. We are like the little girl who told her mother, when asked to leave the room, that she was afraid she would lose the gist of the conversation.

We can look back to the session of the Grand Convention with naught but pleasure. However, much we loved Sister Moore before she came to St. Paul, we regard her now as a broad-minded woman, upright, honest in all her dealings, a woman of rare executive ability, thoroughly capable of guiding our army of volunteers to a harbor of success; and now let each one of us be faithful and true and render her all possible assistance; let us be loyal subjects in the truest sense of the word. We realize the fact that there are many born leaders in the Grand Convention, excellent material from which to select. We see in Sister Callahan, Sister Tracy and many others, who will by virtue of their ability be brought prominently before us.

We appreciate the many excellent changes made in the by-laws and constitution, and we also appreciate the work that Sister Sewell and Sister Moore have put into the insurance. We are proud of the insurance feature of our organization, we feel that we have something to live for, and an object to gain, that we are not banded together wholly for what social benefits we may derive. I am proud of the advancement that women are making. We are each day becoming broader and higher minded, we have come to that stage, that we can look above and beyond the small things of life and grasp the greater possibilities set before us, and if at times there are little trifles which for the present cause no little worry, the clouds quickly blow over and all is peace and serenity, and like those participating in a lovers' quarrel, we are more closely united, and if anything, bound together with stronger ties of love and affection. We tried to do the best we could to entertain the visiting Sisters and Conductor's wives while they were in St. Paul, if there were errors of omission or commission committed, we hope that leniency will be shown, and that we will be forgiven. We not only enjoyed the secret sessions of the Grand Division, but the entertainments provided for us by the Conductors, the Engineers, the Firemen, and their auxiliaries. The trip up the river to the Soldier's Home and Minnehaha Falls, and down the river to St. Croix Falls and to Taylor's Falls were all very delightful, and despite the fact that always some little inconveniences will occur, on the whole, each trip was a success. We all enjoyed the courtesies extended to us by the citizens of our sister twin. The trolley ride to Lake Calhoun and Lake Harriet was appreciated, as was the reception at the West Hotel by the members of Auxiliary 101, of Minneapolis, what a charming little courtesy to Sister Moore, the presentation of the pin to her by Sister Chantry, of Division 101, in behalf of her members. Of course, the climax

was capped at the grand ball at the Masonic Temple, and if those who revel in the pleasures of the light fantastic, that was, perhaps the most enjoyable of all the pleasures provided. The little informal "at home," at the Merchant Hotel, Saturday evening, by the members of Como Division, with the after dinner banquet, was another pleasant occasion. We were proud of our Grand Lodge officers, as they formed the semi-circle in the long receiving line and each of the visitors were personally greeted by each. We also enjoyed the informal receptions and band concerts at the Ryan and Merchant, on Wednesday evening, by the O. R. C. We appreciate the kindly feeling existing between sister organizations and ourselves. Sister Sullivan, of the Ladies' Auxiliary to the Brotherhood of Locomotive Engineers, touched a responsive chord when she presented Sister Moore with a set of souvenir Minnesota spoons. We thoroughly enjoyed the exhibition drill by the White City Division, and we hope the day is not far distant when we will be able in our local Divisions to have a team equally well drilled. It seems as though it were but yesterday that I sat beside Sister Honeycut, and could see the familiar face of Sister Ingraham across the aisle, Sisters Little and Ryan and many others whom we learned to love. I often wonder when we are gasping for breath here in Minnesota, with the thermometer 90° in the shade, how the Sisters in California and the far south are enjoying this hot weather. Let us inaugurate a symposium this fall, on how to interest members in the Division meetings, let us during the summer months think over these things and be ready for real earnest work this fall.

St. Paul, Minn.

CORRESPONDENT.



#### Editor Railway Conductor:

On June 27 the ladies of Auxiliary 122 and their friends enjoyed to the utmost a moonlight excursion up the Illinois river to beautiful Prospect Heights. Everything seemed conducive to our pleasure and success; for, after an exceedingly sultry day, a delightful and refreshing breeze came gently over the moonlit water, making us dream of fairyland, and bringing to us thoughts of how the foundation of our beautiful Peoria was laid, when Father Marquette with Joliet and a party of six Frenchmen pitched their camp on the banks of Peoria lake. True, these men went away and did not even attempt to establish a trading post, but they carried with them to the north the information that on Peoria lake there was a spot designed by nature for a great city. Afterwards the place was visited by La Salle, Hennepin and Tonti, who built a fort near the present city and named it Creve Cœur. But while our thoughts traveled and compared the ideal city of Peoria with the past struggles and hardships of pioneer times, others of our party were enjoying themselves in various ways—the young folks (and some who were not so young) were happy in tripping the light fantastic, the filmy embroidered and summer dresses of the ladies mingling with the beruffled shirt waists of the gallant gentlemen dancers. The older and more sedate, such as G. F. Oswald and better half sitting coolly and idly on deck, dreaming the happy hours away; while still others very animatedly enjoyed playing cards. On the

whole our moonlight trip was in every sense a grand success. On last Sunday the Conductors of Division 79 held memorial services in memory of their dead, Dr. Simmons preaching the sermon in his beautifully impressive manner.

Our Sisters who were in attendance at the St. Paul convention are very enthusiastic in praise of the royal welcome and splendid entertainment extended visiting delegates during their sojourn there. The general verdict being that St. Paul carries the banner for hospitality and generous entertainment, surpassing even the southern cities, which is an almost unheard of thing as the southerners pride themselves on generous and lavish hospitality. Sister Peterson, as alternate delegate, proved her interest and loyalty to our cause by a very interesting and complete report of the proceedings of Grand Division. She did her duty nobly and Auxiliary 122 is very grateful to her. At the last meeting Sister Donley, who was a delegate to the Federation of Women's clubs, read her report of the meeting, which was very interesting. We have recently added two members to our membership, and expect to initiate two more at our next meeting. Miss Ruth Dorland of Ohio is a guest at the home of Mr. and Mrs. Charles Dorland. The regular monthly tea at Sister Simmons was heartily enjoyed by all present. Mr. and Mrs. Winchester are rejoicing over the arrival of a bright little daughter at their home. Sister Miller was unfortunate in getting badly burned by the explosion of gasoline, but we are glad to hear that she is greatly recovered from the painful injuries. We are very sorry to learn that Sister Kate Castle is leaving Springfield, Ill. She has been a tried and true member of Auxiliary 108, and not only the members of the Auxiliary to which she belonged will sorely miss her cheerful and happy presence, but the many friends she has made and held by her sunny and kindly disposition are grieved that this parting must be. Dear Sister, "May the Lord watch over thee and thine."

Realizing that truth is sometimes stranger than fiction, we wish to congratulate Mr. and Mrs. Cal Taylor of Springfield on the arrival of a daughter at their home after seventeen years of married life. Mr. and Mr. Burbridge leave next week on an extended visit to New York City.

Peoria, Ill.

EX-CORRESPONDENT.



#### Editor Railway Conductor:

Auxiliary 99 is trying to hold her own although she has her ups and downs. We started in the first of the year with great encouragement but since then many things have failed short of realization; some do not come but counsel the Order; others will say it is no use trying to keep it up but pick, pull and find fault. Maybe that is what some call sisterly love. Why don't you come out and help to build up the Order and whenever an opportunity affords itself try to get in a new member and speak a word of praise instead of trying to pull it down as fast as it is built up. Sister Bobrink, who has been our faithful Junior Sister for two years, has moved to Kansas City, Kas., where Brother B. now wears the blue coat with brass buttons. Sister Garnett is enjoying a pleasant visit from her father and mother of Athens, Ohio. Sister Kars Boom leaves in a few days to join her husband in

Colorado. Sister E. A. Smith returned from Hannibal, Mo., where she attended the golden wedding anniversary of her father and mother. Sister Ridlon presented her husband with a six pound baby girl. Nellie, eldest daughter of Sister and Brother McCarty, graduated with high honors at Paola, Kas., at the academy. Sister and Brother Furniss have been called upon to mourn the loss of their little girl baby. The little one had come to gladden their hearts only to be snatched away in a twinkling of an eye. A brief service was held at the house and afterwards the remains were taken to the cemetery where amid the solemn sacredness of the last farewell the remains were laid to rest forever.

We are still serving cake and cream once a month which in the year's end adds quite a little to our treasury. Out here in the southeastern part of Kansas everything is burning up, for the want of rain with the wind and dust makes it something terrible, but we must bear it with endurance for it might be worse. Since the insurance has been raised to \$300 we hope that more will now take it out.

MRS. JOSEPH ELLIOTT.

Osawatomie, Kas.

#### Editor Railway Conductor:

Again we address our Brothers and Sisters through the columns of THE CONDUCTOR and can say we are traveling on even though the road is very hot and dusty. After the trip to St. Paul one can have day dreams of pleasant times and bright faces to keep them busy for several months and to say we thank the St. Paul and Minneapolis people for the courtesy shown all that were so fortunate as to attend the convention, would be small, indeed, and too much praise can not be given them. And earnestly will we await the convention of 1903 to meet again.

MRS. O. SULLIVAN.

Lima, O.

#### Editor Railway Conductor:

We have been quite prosperous so far this year, and are proud to let our Sisters know of it. Our first event of interest was hunting a new place of meeting and moving after it was found, and it was a very interesting time, while it lasted, as many of the Sisters can testify, but I think we are all much better satisfied than before. We have held our regular socials each month and have had about all the hall could accommodate, we are beginning to find it almost too warm for indoor socials and have not quite decided what form our next gathering will take. Through the efforts of our President, Secretary and many of the Sisters we have a fine Fisher piano. It was through a piano contest but not by the contest. We have been adding to our members greatly this year, I hope it may continue. We have averaged one new member a month this year and still they come. We feel quite proud of our delegate, she brought us a very complete and interesting report, we feel she was the right one in the right place. We have been pleased to welcome several visitors, Sister C. K. Winans of Auxiliary 124, Pittsburg, Kansas, was here with her husband and daughter. Sister Kinney of Denver, has met with us several times and we almost consider Sister Wheelan one of us. Sister Sibley of Las Vegas, has been transferred and we

hope the other Sisters will do likewise. Salt Lake was favored with visits from the Georgia excursion, the New Orleans excursion and the Chicago excursion, and I hope they enjoyed their stay with us as we enjoyed having them here. The O. R. C. and L. A. to O. R. C. united in trying to make their visits as pleasant as possible. The uncertainty of their arrival upset some of our plans, but we enjoyed every minute of their stay. We hope to renew our acquaintance in 1903. Some of us began planning for 1903 as soon as our Brothers and Sisters left us. In my next I hope to be able to tell of our quilt with a big Q.

ALICE HAVENOR.

Salt Lake City, Utah.

#### Editor Railway Conductor:

Tuesday evening, June 11, Mrs. Wightman gave all at the Railroad Men's Home a treat by bringing Miss Jennie Smith, the National Railroad Evangelist, to visit and entertain us all with a brief outline of her conversion and history in the work that she is engaged in. Miss Smith is a very warm friend of the president, Mr. L. S. Coffin, as well as to all connected with the Home. She became very deeply interested in the welfare of the souls of railroad men when being carried from place to place in baggage cars, searching for medical assistance, she being a helpless, suffering invalid. A few days after her first ride, as mentioned above, which was between West Liberty and Columbus, Ohio, there occurred a wreck near the former place, an engine turned over and caught the engineer fast so that he could not be got out, and while he was there being literally cooked by the steam, he made his will and begged of the bystanders to take an interest in and pray for the railroad men. All were surprised to learn that he was a christian, and to see with what fortitude he bore up until relieved by death. He said he had been converted by the prayers of his washer woman. Miss Smith was an invalid for twenty years, and perfectly helpless for sixteen years. Most of the sixteen years one of her limbs had to be boxed and fastened to the couch that she was carried around on. Nothing could be mentioned in the state medical conventions that was not tried in her case. She was taken many places for treatment, and finally to a hospital in Philadelphia, where much encouragement was given her at first, but after five months of faithful treatment was doomed to disappointment, and the last hope was broken, and in the dark hour of despair she said to her sister, "O, I would rather mother would receive me in a casket than on this couch; I cannot go back to her in this suffering condition."

She said, "Just at this time the incoming train, and the click of the policeman's call suggested to her that someone ought to take an interest in these noble men and consecrate their best efforts in the work of saving those precious souls, and there came the question, could not she be reconciled to suffer on if she could only be of some benefit to them in the way of reclaiming some of their precious souls, especially those who had been so kind to her while being in their charge in the baggage cars. Thousands of this class came up before her mind in the moment. She said "yes, I can endure anything if I can be of some

help to them." All desire to get well was gone, for she felt the need of a baptism of suffering to fit her for the work before her. She had saved many souls while being carried around from place to place on her invalid couch.

She related in a very simple manner how she became a sound woman. It happened when a few of her warm christian friends and ministers were gathered at her room for a social time. She felt as though there was something in store for her out of the ordinary, and believed that there was a blessing in store for her which was very near at hand, and she asked the company to unite in prayer, and if need be to remain with her till the next morning; and at once there came to the ministers a gift of faith, and they began to pray for the healing of her body, and about five o'clock in the afternoon one of the party took her by the hand and said, "Sister, you are too anxious to get well: the Lord can make better use of you on this couch than he can on your feet." "No," she said, she had gained the victory, for if the heat of the furnace was increased tenfold she could endure it and say Thy will be done, and pain will be sweet if it is my Father's will that I should suffer on. Eleven of the company remained with her until after midnight, when she opened her lips in earnest prayer and laid her bodily pain on the altar for God to take and do with her as He willed. At the close of the prayer there was a perfect silence for a few moments, when all of a sudden there came a tremendous shock through her whole anatomy, as if an electric shock of a thousand volts of electricity had passed through her, and at once the strength came into her back, where there seemed as though a joint was gone, and the palsied limb began to revive, and she raised herself upon her feet, a feat that she had not accomplished for years. The physicians let down the foot-board of the couch and she arose to a standing posture and walked, something she had not done for sixteen years, and from that time on she has been strong and healthy, and her withered limb became filled with strength and vigor and is now the same as the other.

She has been from the Atlantic to the Pacific in the interest of the railroad men, working with the R. R. Y. M. C. A.'s and the W. C. T. U.'s. She promised to return to the Home some time in the future and remain longer, so as to get more acquainted with the needs of all concerned.

MRS. T. B. WATSON.  
S. & T. R. R. Men's Home.



Editor Railway Conductor:

Auxiliary 68, is moving along nicely with good attendance at every meeting, considering this hot weather. Our delegate, Mrs. Harry Shipp, returned from the convention with a good report. I never heard a better one, both as to the work and of the generosity of the people of St. Paul. Her report of the convention and its works stimulated us all to a higher and nobler estimation of the grand good Order to which we belong. On June 20th, we were all invited to the home of Sister Shipp to spend the day, I think fifteen were present. Those who did not come missed a royal good time. Lunch was served to which all did justice. We arranged to have a picnic each month

in honor of some member's birthday, at some place during the summer months, and in winter a soiree at their homes. Mrs. Leslie was the lady of honor in June. We passed around the hat, each contributed a small amount to buy a present, which in this instance, was a silver crumb tray. We met at Budd Park on June 28th, and had a lovely time. I can't hardly wait for September to turn if they are going to make such presents that. Division 55 invited us to attend the memorial service, to which a great many responded, and as many more would have been there had they been notified sooner. All who were there enjoyed a fine sermon by the Rev. Father Daly. The Ladies of Auxiliary 68 sang "Nearer My God To Thee." Brother Welch then read the names of eighteen deceased members of 55, and spoke feelingly on their lives and good deeds. The Ladies sang "Rock of Ages," followed by a short speech by Brother Stone, then another song "Precious Promise God has Given," followed by a speech by a Brother, and a song "God Be With You, Till We Meet Again," followed by a prayer by Brother Welch.

Kansas City, Mo.

MRS. J. E. BOYCE



Editor Railway Conductor:

Auxiliary 81 is still growing. When your humble correspondent last penned a few lines to THE CONDUCTOR I was telling you that we were anticipating a good time in the way of having Koffee Klatch and Hop and our anticipations were gratified, having the good time and you would have judged so had you seen how the cake disappeared. At last meeting in honor of our delegate's return we held a little entertainment and to hear the good report she brought with her. We had a very good turn out and we did justice to the ice cream cake and had a good time in general only we were very sorry that our good president was absent through illness. We are glad to say that she is out again. We also balloted for a new Sister, and do wish our good Brothers would talk Auxiliary to their wives for it is a grand institution. I am going to pen about some of our Sisters turning out at the last meeting. It did me great pleasure to see their smiling faces with us. We must stand our officers to help them with the duties that they must perform. Sisters place yourselves in the proper positions, see how you would like to come every meeting and see so many vacant seats, just as a minister of the Gospel has to, many times, preach to many empty benches, you don't know what a loss we miss by staying away so much. We have all been invited to Harrisburg, to attend a union picnic and I guess we will attend, as we generally represent Monumental pretty well there when we are invited, for they do show us a good time in the capital city. Your correspondent is going to try to help swell the number, as her heart is full of everything that pertains to Auxiliary and Brotherhood.

Dear Sisters ask yourselves is this my part in the working of unifying the interests of the Conductor's wives of America. What of this new century? Let us answer for our Order, let it be a century of combination, let us set our faces to the future and take up the march of progress. Arise yourselves! Sisters, to an active, persistent inter-



est, uniting in your purpose you will surely succeed in the upholding of our Auxiliary, which will be a pride not only to yourselves but to our beloved Order. Wishing all the Auxiliary the best of success.

MRS. JENNIE STONE.

Bath, Me., 723 E. Bresien St.



Editor Railway Conductor:

Auxiliary 91 held their first meeting in May, in their new hall. Mrs. Fowler being in waiting, the goat was brought forth and our candidate was duly initiated into the secrets of our Order. After business was over dainty refreshments were served.

Portland, Ore.

DELLA L. HOUSTON.



Editor Railway Conductor:

Auxiliary 84 is getting along famously. At our last meeting we initiated three candidates—Sisters Patton, Church and McFarlain. They rode the goat quite gracefully. We anticipate more candidates soon. The meetings are well attended. The Sisters and their friends enjoyed a delightful affair at the home of Sister Bailey, June 28. Between thirty and forty responded. Sister Gifford's two children gave us some delightful music. Lemonade, ice cream and cake of various kinds were served. Everyone said they had a nice time. Although it was such a warm day, 98 in the shade. I can assure you that we took advantage of the spacious lawn and shade trees. The air was

heavily laden with the perfume of thousands of blossoms of almost all descriptions. We give these "at homes" once a month at the Sisters' homes, taking them in alphabetical order. Two of these can club together if they wish. We get better acquainted and thoroughly enjoy ourselves. They are a jolly crowd when they get out together. We also have picnics and outings at the different parks and beaches. We enjoy these outings hugely. The Sisters have formed a club to take up as a study the Parliamentary laws. Sisters Plum and Tracey are to act as instructors, and I understand they are quite efficient in this line. We hope to make a grand success of it. There are enrolled twenty-one members and good prospects for more. All who are eligible to the Order can join the club. We have not quite yet decided on the name, however. Angel City, I believe, is the most appropriate. So Sisters come and join the club. We meet at the home of Sister Hartell the first Wednesday of each month, her home being the most central. Isn't she good? I never see anything in THE CONDUCTOR from Division III. Come, Brothers, wake up, and show what you can do in the corresponding line. You have something to tell us, I know. The way you have been creaking that cart around in your Division, I think it has a flat wheel the way it runs. We can hear it. You have one or two new candidates every meeting nearly. Wishing all Divisions and Auxiliaries success and Godspeed.

Los Angeles, Calif.

ONE OF THE SISTERS.



## PASSED IT ALONG.

There was trouble in the office of the old P. D. & Q.

When the news came in that No. 4 had smashed with No. 2

And distributed calamity for half a mile around 'Till it was impossible to see the color of the ground.

And the chairman of executives said to the president:

"It strikes me that you can't run a railroad worth a copper cent!"

Whereupon the general manager was called upon the floor

And informed that he was careless in the case of 2 and 4;

And the general manager remarked: "I very plainly see

That the general superintendent needs a red-hot roast from me—"

Which the same induced the general superintendent to call in

The division superintendent, whom he criticised like sin.

And who straightway had the master of the road report to him

For a roasting then and there administered with dash and vim.

Said the master of the road: "The section foreman is the chap

Who has caused this great disaster, and I'll knock him out a rap."

So he called the section foreman, and he said: "You careless cuss.

Your remarkable stupidity has made scapegoats of us—"

• Which the section foreman took as quite a personal affront

And resolved right then and there to do a criticising stunt

On his own hook, so he called the man who greases up the track,

And he said: "It seems to me you ought to find a friendly crack

And crawl into it and pull your carcass after you, you chump.

For neglect of duty on your part has got us on the jump!

If you'd greased your tracks this accident would never have occurred.

You just go and draw your salary, without another word!"

\* \* \* \* \*

• So the greaser took the order for his cash and drew his roll.

And remarked with much emphatic language: "Well, upon my soul,

Dis road's de cheapest lot o' guys dat I has ever saw,

An' dis ting o' takin' blame f'r udders rankles in me craw:

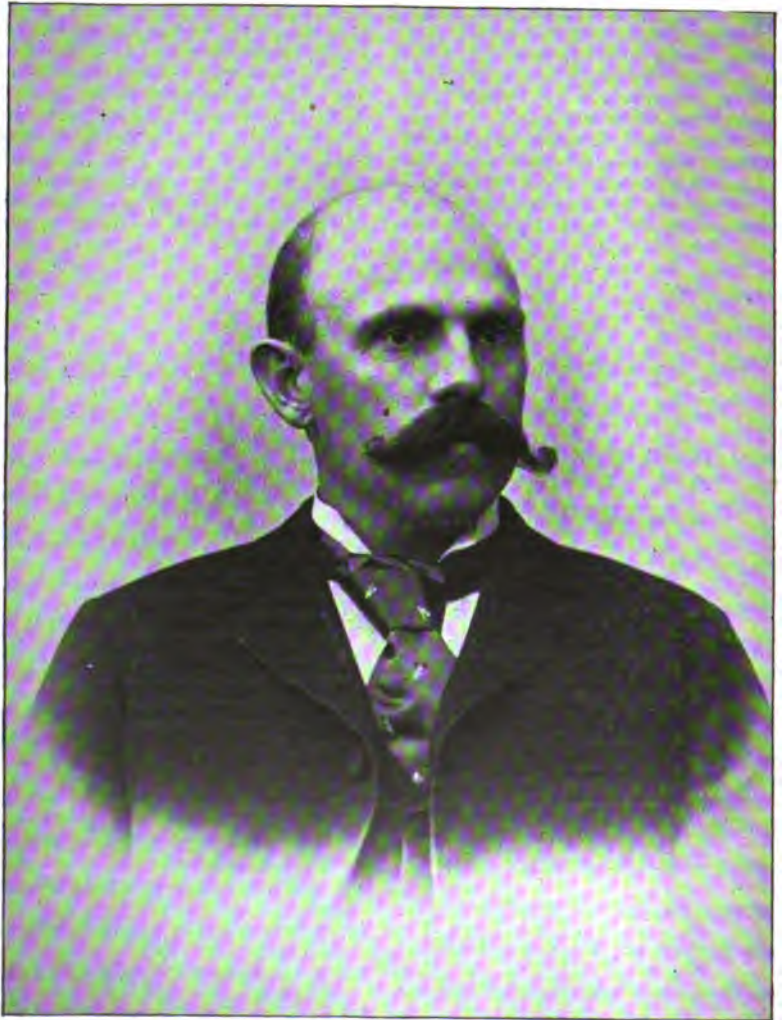
Wy, de chairman o' de board spen's all de money in de eas'.

An', by gosh, I can't be greasin' w'en I ain't got any grease!"

—Denver Times.



No communication will be used unless the name of the author is furnished us.



L. E. SHEPPARD, G. J. C.

Editor Railway Conductor:

Brother W. S. McFarland, of Division 44, went to Salt Lake City June 1 to meet the Georgia special and New Orleans special bearing members of our Order returning from the Grand Division. The date proved to be a remarkable one, from the fact it was the one hundredth anniversary of Brigham Young, which his followers were faithfully observing, and the conductors and their families found much to amuse them in the City of the Saints, and after Mac had "washed all their sins away" by a plunge in the great Salt Lake departed for home with the New Orleans special at 8:20 p. m. June 1, arriving at Glenwood Springs at 9:30 a. m. June 2, and again put the party to soak in Glenwood's famous hot springs; thence to Colorado Springs, where they were shown the beautiful sights of that place and turned over clean and fresh to the Santa Fe Railroad overjoyed at the wonderful scenery and treatment on the trip over the D. & R. G. and D. & R. G. W., leaving a vote of thanks as an assurance of their appreciation. He then took charge of the Macon special on the morning of the 4th, showed them Cripple Creek, the greatest gold camp on earth; Pikes Peak; a bath in the "beautiful" snow and landed them in Denver on the morning of the 5th quite weary from continuous travel and sudden change of climate and weather, many suffering with severe colds. They were then given a hasty trip to the wonderful "loop," leaving Denver at 12:01 p. m. on a special in charge of Brother Johnny Mann and Engineer Brown, returning at 6:45 p. m.

Brother Harry Harris and Brother McFarland did all they could to show the visitors a good time, as many others would also have been glad to have done, but owing to so many washouts and other delays it was not certain when they would arrive, and were unable to make the trip. The visitors were much pleased with this wonderful and pleasant little trip and it did the writer much good, as it always does, to clasp the hands of those warm-hearted, generous southern people, who always shake so warmly, but sorry they could not have had more rest that they could have better enjoyed our mountain sights. Many remained in Denver on account of fatigue.

Among our collection of cards we find Brother G. D. Dorsey and wife, of Division 123; E. D. Brown and J. C. Crimmins, of same Division; C. M. Hughes, of 221; Brother H. L. Stonecifer and wife, of Division 119, relatives of Mrs. Ida Demar, ex-agent of the U. P. of this city; Paul Moses, of Binghampton, Ala.; Geo. Cline, of Division 318; H. M. Hanbury, of Division 186; W. W. Drew, of Division 102; G. H. Woodall, Division 98; S. H. Miller, Division 4; Jno. Moore, Division 351; Edward Robbins, Division 100; Mrs. D. E. Gipson, Auxiliary 24; Fred Brooks, Division 261. Many of the party said they had seen where we "registered" in THE CONDUCTOR, but we still have to wear the same sized hat 'till pay day. Brothers A. J. Osborn, A. C. Abbott, J. J. Heavey, and W. N. Drake, of the Chicago special, made us a short, but awful pleasant call just previous to leaving. They had also seen our trade mark in THE CONDUCTOR. Poor Charlie Gardner took cold on the trip to the "loop" and was confined to his bed for several days, but glad to say he is around again. We are

pleased to note the return of Brother and Sister Holbrook back to Denver to live. Sister H. is a sure hustler for the L. A.

The rapid growth of the locomotive and freight car, and the increasing number of same that constitute a train, is being keenly felt among railroad men in this country, we find, and has much to do in introducing new curse words, gray hairs and long faces, and many of the old "vets" long for the days of link and pin couplings. Johnny-take-your-pick-handle brakes and cars that an ordinary sized brakeman can stand on and "clear" the sky without "squattin'" and the conductor can make a round trip from caboose to engine, check his train and get back the same day, and the "pig-head" can "look 'er over" or "oil round" without taking his lunch with him. Brother Bill Bradley, an old and popular Denver con, who has been railroading in old Mexico, writes from San Antonio, Texas, that he has taken charge of the White Rooming and Boarding House at that place, located at 501 Avenue C, and invites railroad men passing that way to eat, sleep and be merry with him, and we guarantee he will treat them loyally.

Brother Mac Ward has fallen heir to a regular passenger run out of Denver. His hat is the same calibre as before, however, but he has sent his wife away and shaved his moustache, which means—what? Many of our Western roads are equipping their engines with electric headlights, and the old oil burner that has served so long and faithfully is gradually taking a place in the "scrap" pile beside the old candle that ma used to "turn down the bed" for us and pa used to light the fire, and although the new shiner seems to fill a long-felt want it is universally condemned by rural Rubes who are in the habit of sparking their sweethearts or taking a bath in an adjacent "swimmin' hole" along the right-of-way at night and are not at all times in proper array or position for such sudden "flash lights." The hobo who is always anxious to be "first out" has no better show at night, he claims, to dodge the brakeman than in daylight, and has petitioned its removal. Our summer business is getting quite heavy, and the pleasure-seeker, armed with fish pole, linen pants, eyeglasses and kodak, is a conspicuous feature on our mountain trains.

Well, gentle reader, the hands on the depot clock indicate just 3:30 a. m., 7-1-1901, the location a lonely switch-house in a busy yard and as we hear an engine across the way slipping and "chawing" trying to drag a cut with half a dozen brakes set and another little "straight shot" battin away in the east end, and still another in the west end, the occasional whistle of a road engine, mingled with the bang of the cars as they clatter together, and the occasional bark of a dog or perhaps half a dozen of them, and as we glance out and see a covey of switchmen giving every sign known to the craft, from a Henry Ward Beecher, to a pull the brewery, wash out, or pay day signals, the latter being more frequently used shortly after the brewery has been pulled, or on the night after pay, reminds us how many times, like other good honest conductors, of being in an old yaller way car trying to get a little sleep, some big hearted (?) dispatcher has reluctantly granted, when along comes the east end switch crew and gathers hold



of the car, runs it up and down the main line awhile, backs in on No. 6, pulls No. 7 and sets the house, then finally gives you a kick and as you go skating down the line the brakeman raises his head up and looks out with "Where in — are we?" "On the main line," you answer, and wonder if the track is clear as you brace yourself and wait for her to strike something, or wonder if any one is riding her, then she finally stops and you doze off, but are awakened by the click-it-a-click of wheels rapidly moving from the west end and wonder if they are on the same track, and as a matter of protection tells "High Ball" or his partner to put out a red light, but have all doubts removed as to which track the cut is on by being transferred over the stove and two chairs to the other end of the car, while "High Ball" changes beds with the "Pighead" and his partner lodges in the smoke stack of the cupalo, and when you think all the tail lights and lunch pails have fallen and hit you on the head, and all make a rush, like a nest of hornets, for the door, abusing the man that did it in the highest art of modern swearing, the crew at the east end kick a cut into you and all the glass is knocked out of the car, and you finally get out just in time to see a switch engine going in either direction, throwing sky-rockets half way to heaven, and, as you are checking your train next morning, the crew that hit you the most and hardest want you to "say something" for giving you a light train and switching the air ahead, or you are confronted by the other crew wanting to know if you have anything on your mind for the easy way they handled you.

Denver, Col.

HOT TAMALES.

Editor Railway Conductor:

Long ago there was a Division of the Order organized in the saintly city of the Mormons, Salt Lake, which, unable to stand the pressure, forfeited their charter and passed to the unknown. A short time ago a new tree sprung up, and it is today one of the banner Divisions of the Order. But will it fall as her sister Division did, years ago, for want of attendants? It certainly will if the Brothers do not sacrifice a few hours a month and attend meetings instead of going to Saltair and Lagoon. Brothers, if you wish success, attend meetings. Remember there is a law compelling members to attend or suffer expulsion from the Order. The Grand Division just refused to adopt a law to send delegates to the Grand Division on the basis of one delegate to every 500 members in a district, principally on the grounds that a few cannot legislate successfully and satisfactorily for all. Therefore, remember what applies to Grand Division will also apply to local Divisions, and when you stay away, don't kick if they do not legislate to your opinion. Three special trains from the Grand Division passed through our beautiful city, and we, in our humble way, tried to show the boys what they lost at Detroit by not having the Grand Division come here. However, probably at Pittsburg, we may make another race with the hope of better success. Division 395 is in a flourishing condition. Boys are not only making money on the road, and also assisting the Division in that line, but it has not come to any special assessment yet, and if we increase our membership in the future

as we have in the past there will be no fear of vision 395 going like her sister Division went y ago. Brother Komer is with us yet, and will k an eagle eye out on our treasury. It is about t for our yearly picnic, and I hope all the Broth will attend.

Brother C. R. Miller left the Rio Grande and now punching tickets for the O. S. L., Brother B. Smith is on local and Brother Beynon still b ing green fruit. Unfortunately, two of our Br ers lost their positions through no fault of own. We believe the Almighty, who looks on of us, will protect these Brothers, and what the company's loss we hope will be the Broth gain.

Salt Lake City, Utah.

SPEED RECORDE

Editor Railway Conductor:

Statement of receipts for the Home during month of May, 1901:

O. R. C. DIVISIONS.			
NO.	AMT.	NO.	
5.	\$12 00	141.	
27.	5 00	151.	
30.	5 00	155.	
35.	12 00	170.	
39.	15 00	175.	
44.	10 00	178.	
59.	5 00	181.	
60.	12 00	204.	
68.	12 00	210.	
70.	5 00	252.	
72.	12 00	268.	
79.	12 00	273.	
86.	12 00	303.	
103.	3 00	310.	
105.	5 00	313.	
110.	5 00	382.	
124.	12 00		
Total.			\$
L. A. to O. R. C., No. 129.			
B. R. T., total.			
B. L. E., total.			
C. I. A. to B. L. E., total.			
B. L. F., total.			
L. S. to B. L. F., total.			

#### PERSONAL.

By a member of B. R. T., 27.  
By George N. Martin, B. R. T., 295.  
By Mrs. James Clark, Ottawa, Canada.  
By E. L. Lewis, O. R. C., No. 216.  
By V. S. Winslow, O. R. C., No. 216.  
By a Brother Dingman  
No clue to find sender of draft on national bank, Decatur, Ill., No. 25510.  
By a member of B. L. F., No. 123.

#### MISCELLANEOUS.

Proceeds of ball given under the auspices of the B. L. E., B. R. T., O. R. C., B. L. F. and S. U. of N. A., at San Antonio, Texas, April 12, 1901.  
The ladies of L. S. to B. L. F., No. 100, bought of Jerry Van Buskirk, one of the inmates, a doiley and raffied it and realized \$10.00, which they requested credited to their lodge.  
By E. J. and C. A. Whiting, Highwood, choice reading matter.

Grand Total. \$10

Respectfully submitted,

MRS. T. B. WATSON,

Highland Park, Ill. S. & T. R. R. Men's H

Editor Railway Conductor:

The sunny summer is here again and finds most of us in good health, which is a blessing though we are having some ups and downs. We having the heaviest rains ever experienced in

country. The most of our double track between Maybury and Vivian yard has washed away, including two bridges. Nothing but work trains running between Cooper and Welch, a distance of twenty-four miles. All of the passenger trains from the east turn back from Bluefield and no trains are running over the C. V. Division. It will be four or five days before the road will be opened up for the west.

We have had considerable changes in our local officials this month. Our old stand by, Superintendent Mr. N. D. Maher, has left us. We are more than sorry to lose him in one respect, but are glad to see him climbing up higher. He has been chosen general superintendent of the Seaboard Air Line, with headquarters at Portsmouth, Va. We wish him great suc-

cess. He has been with us for several years as chief dispatcher and assistant trainmaster. We wish him great success, and will endeavor to make him have greater success by doing all we can in our power to help him.

We are still taking the boys in. They seem to realize that they are not a good conductor until they are admitted and one of the members of the Order of Railway Conductors. And that is true. If you are made out of the right material you are all right when you can stand the test of the O. R. C. We are glad to see our Brother, F. M. Reynolds, getting out again since his injury several months ago. Hope you will join us in a few months on the road again. Brother J. E. Wilburn has been promoted to extra passenger conductor. He looks very neat and nice in his new uniform.



JOINT GENERAL COMMITTEE O. R. C. AND B. R. T. FOR GRAND TRUNK R'Y.

cess. He has been a good man both to his men and stockholders of the Norfolk & Western, the twelve years he has held positions as trainmaster and division superintendent, nearly all of this time as superintendent. We wanted to make him a handsome present, but he would not accept it—only a nice and enjoyable talk and handshake, thanking all of us for our good work while under him, and asking us to support his friend, Mr. V. A. Ritors (his successor) as we had supported him by our good work. Brothers of the Seaboard Air Line, you have got an Irishman for your general superintendent, but there never was a better one. And, furthermore, I am glad to say I believe we have a good set of officials after all of the changes. Mr. V. A. Ritor is our superintendent, Mr. S. R. Payne assistant and Mr. W. R. Hudson train-

master, who has been with us for several years as chief dispatcher and assistant trainmaster. We wish him great success, and will endeavor to make him have greater success by doing all we can in our power to help him.

Well, our Grand Junior Conductor, Brother L. E. Shepard was with us today, and gave us a very interesting talk and some good and advisable advice. We were very sorry that more of our Brother Conductors were not at the meeting, but owing to the bad washouts they were caught at the west end of the road. We hope that we will have more of our Brothers together the next time one of our Grand Officers visit us. After the meeting a double rig was ordered by Brothers McCullough and Spencer and they drove Brother Shepard over our little town of mountains. Come again, Brother Shepard. Brothers R. H. McCullough, E. T. Spencer, F. M. Reynolds and B. H. Spencer accompanied Brother Shepard to Roanoke, Va., on June 25 to attend Division 310. We wish Brother Shepard great success in his new official office.

Bluefield, W. Va. E. T. SPENCER.

## Editor Railway Conductor:

Division 304 is still doing good and increasing its membership—one transfer card, three initiations and one petition to act on at our next regular meeting. We expect to have at least ninety members at the close of the year. Our ninth annual ball and celebration May 23d, given for the benefit of two of our needy members, was a grand success in every respect. The three special O. R. C. trains run from Gulf Port, McComb City and Water Valley for the accommodation of our guests, were crowded. The special from Water Valley, in charge of Brothers Mason and Owens, arrived on time with 350 jolly young people. The special from McComb City, in charge of Brother W. H. Smith, arrived at 11:30 a. m. with 325 people from McComb City, Brookhaven and Jackson, all in good humor and eager for the day's amusements. The special from Gulf Port, in charge of Brother Joseph Haley arrived at 1:30 p. m. with 725 of the best people from Gulf Port, Hattisburg and intermediate points. Nearly all our guests wore our colors, and the city was well decorated with red, green and white flags and bunting.

The first attraction of the program was a parade by thirty-one little boys dressed to represent Brownies, and Master Willie Malona won the prize as the best Brownie. Twelve little girls rode wheels in the parade and made a pretty sight. Each wheel was beautifully decorated and their costumes were pretty. Miss Covington won the first prize offered for the best decorated wheel; Miss Lillie Oscar won the second prize. After the parade came a game of ball between Water Valley and McComb City, which was won by Water Valley in the presence of 1,000 people. Next come some fine running and trotting races by New Orleans, Memphis and Brookhaven horses, and was very much enjoyed by a large crowd. The crowd then listened to a concert in court square by the Canton and Jackson brass bands, which made sweet music for an hour and a half. The doors to the ball room were opened at 8:00 p. m. and at 9:00 p. m. 700 people had passed in to take part in our grand ball and listen to one of the best string bands in this part of the country. At 9 o'clock the announcement was made that the grand march would start at 9:30, led by Miss Lula Prestley and Mr. William Mosby. The prizes were then presented to the little ones winning in the Brownie and bicycle parade. Then came a song and dance by little Miss Cornelia Morgan which was grand and highly enjoyed. Too much praise cannot be given our committee of ladies who served refreshments to the crowd from 10 p. m. until 3 a. m. Without their assistance we could not have made the entertainment a success. The ballroom had decidedly the prettiest decorations ever seen in Canton and beautifully arranged. The members on the arrangement committees worked hard and deserve great credit. The occasion composed one of the largest crowds ever attending our celebrations. At 3 a. m. the announcement was made that the three special trains would leave at 5 a. m., and the band played "Home, Sweet Home." Every one voted the ball a grand success, and I am happy to say we will be able to help our needy Brothers even more than we expected. I take this opportunity to thank all the Brothers and Sisters for

their assistance in helping make our ninth annual celebration a success. With such true Brothers and Sisters Division 304 need never fear that we will ever make a failure of any undertaking. Some of our oldest and best members are off on account of accidents that could hardly have been avoided, and we hope to see them back on their runs soon.

Canton, Miss.

O. A. HARRISON.

## Editor Railway Conductor:

The June number of THE CONDUCTOR arrived as per the advertised, and while the correspondents' portion of the same is slightly abbreviated, we suppose it is owing to the fact that they are completely run down, or else having arrived home from the convention late, they are tired, and in no humor for writing. Regarding THE CONDUCTOR one Brother says: "If they would leave out the pictures and put something else in, it would be lots better." He forgets that Brother Anderson is working very hard to make it a publication worthy the name it bears, and also that he has about 26,000 or more readers to please. If the reader doesn't like pictures, and can see nothing in these instructive views as presented, he can just think that they please somebody, if only the ones who can't read. Out here in Jackson county, Indiana, where the principal products are fleas, raised in the hot sand, and chickens, galore, in the woods, that cover our bodies when we go out to gather blackberries, paw-paws and slippery-elm bark, our schooling facilities and opportunities are limited, and the pictures are for those who can't read. Our delegate returned from St. Paul looking as fresh as a daisy. We only hope that he came back as pure as when he departed for the convention. He isn't very large, and we have always been very particular with him, and when at home the curfew bell at 8 p. m. always finds him inside the danger line. We have a hustling little Division, whose members drop \$76.00 each month into the till, and do it cheerfully, and at each meeting we have the pleasure of knowing that each Brother is proficient in his work. We have a good Chief Conductor who has the interest of the entire Order at heart—one who never misses a meeting and whose word as a true friend is above par. We haven't any A. C. C., but our Senior and Junior Conductors are both young and all right. A new Brother in charge of the former met with disaster recently, but with the aid of the section gang and derrick car the wreck was soon cleared. Our Secretary can cover more ground in a given space of time than a 1901 model doing the century; so you can figure him about 6 foot 5 in., or in other words, he has a 6 foot 8 wheel before the tire was turned down. Our own Charlie guards the inner door, and the bill box robber who manipulates the hot-foot run on local west of Seymour, clubs the girls away from the outer door when they bother us, and takes up the pass-word from all of the Brothers who haven't forgotten it. Those who haven't it, go 'round the other way and slide down the stack. Our trustees are painfully honest, and so close that each one of them have ninety cents of the first dollar they earned braking when "she was O. & M." The Brother elected to go to congress and help make the laws and get up something that we can railroad on, has never had a



dermed thing to do since election day but just study and study. His long pent up oratorical powers have lain dormant for nigh unto two years, and he is pining. They did give him a side line to carry—that of the chronicler, whose duty it is to tell all the lies he can about things that happen from one month to another, but there is no extra, or overtime, in that, and the pay is so ridiculously infinite that while he has been trying to live off of it, he has dwindled down until he is as light as a June rabbit.

We note with pleasure the letter from Hot Tamales, and can only wish that the world was more greatly made up of such dispositioned men. His letters are always read with interest, and certainly must be characteristic of one who possibly has borne just a little more than his share of the average railroad man's trouble, yet is always cheerful in his expressions, and his letters are to many of us like an oasis to the tired and dusty traveler of the plains. Hot! we don't know who you are, but here's our hand, and if you ever strike the dusty end of the O. & M.-B. & S. W.-B. & O. Pennsylvania-Pan Handle Road don't forget that there is at least one heart that beats in unison with the man from Denver. We are working out Seymour west to Washington, on a road that was built in 1853-5 from St. Louis, Mo., to Cincinnati, Ohio. Being in our infancy at the time our recollection of its first name is indistinct, but later on it was called the O. & M. She has had her troubles since then, and very many financiers have aided in the collection and distribution of her funds. The rails and ties are still here over which at long intervals heavy tonnage freight trains propelled by steam pass, making even better time than the old forty-niner caravans in the wild and wooly west did years ago. We have a few passenger cars now and then that are fairly well patronized by those who hold comps, but nobody is getting rich. We hoped the Pan Exposition might help us out a little, but a very considerate public, hearing of the improvements in the road-bed, straightening out of kinks, etc., that we were making, kindly "went around." After August, or about the time the gentle zephyrs of balmy September begin to sift up this way, we will paralyze the whole middle and western states with our high-speed trains. Hot breakfast in Cincinnati, pick your teeth in Seymour, lunch in St. Louis and two hours' business; back in Cincinnati at late bedtime.

We are, with but few exceptions, having splendid success on all divisions of our road. It is true that one or two of our Brothers have been unfortunate of late, and the clouds seem dark for them just now, and right here is where those who think they are doing more work for the company than the company is for them should stick a pin down. Were you ever in trouble? Do you ever think that the two most important questions that are first asked by the general superintendent and their answers are very closely identical with your past? How long has he worked for the company? What is his past record? There they are, and in nine cases out of ten their answers are the basis of the settlement. Here is where the good or bad service record cuts an important figure. It is human for each of us to imagine that we are doing a little more work than the other fellow; that

everybody is laying for us. The other fellow thinks just the same, and the result is, both begin to lay on each other, the result being to the detriment of the company and its patrons. There used to be a maxim written on the top line of our copy books that read: "True merit will always find its just reward," and while in these seniority times this may sound mythical, officials will, as a rule, reward the diligent, hard working, trusty employee in preference to the indolent, whose rule is to never do today that which can be done tomorrow. In our minds the debtor side of the superintendent's book may seem against us, but if our aim and our honest purposes have always been in the interest of the company, allowances will certainly be made for the erring. Next Sunday we begin a series of union meetings, to be held on fifth Sunday of each month. In the evening we will listen to a sermon to railroad men by the Methodist minister, Rev. E. R. Vest, one of the most able divines in the conference. With regards to all good O. R. C. men, we sign,

Seymour, Ind.

C. W. M.

Editor Railway Conductor:

Brother Hoover, our delegate, has returned from Grand Division and made full report to No. 7 of all work, changes in our laws, etc. Those who were fortunate enough to have heard the report credit Brother Hoover with having well represented Division 7 and our Order in general. Many of us regret to have lost Brother Corbitt, but from accounts to hand Brother Sheppard, his successor, is his equal. We will look forward with pleasure to Brother Sheppard's visit to grand old Texas, for here he will find some of the best O. R. C. men he ever met—some of the best in all the world.

The writer had occasion to visit east of the Mississippi, recently on a business trip. We met several Brothers whom it was a great pleasure to have met. In Chicago we were entertained one evening by Brother Whalen, of Division 1. It is sufficient to say that he is a member of No. 1. That, under ordinary circumstances, would be good enough, for those of us who have ever had the good fortune to have spent an evening in Chicago with any Brother of No. 1 will swear by the fact that they are true blue, and like our Brothers should be. Chicago in a large city, and when a Texas "longhorn" goes up there he needs to receive a little more attention than some others more familiar with the city. Had it not been for the good advice and attention shown, no doubt today the madam at home would be wondering where her hubby was. So, to Brother Whalen I will say, come to Texas, we will show you how we whose eyes are some 36 inches apart will entertain the gentlemen from Chicago.

Business is a little off on our Texas roads at this season of the year. However, much building is going on and an occasional report that a Brother has found employment on some of the few roads who have no regard for the old howl "seniority."

Sunday, June 16, will long be remembered by many of us in Houston. The occasion, to copy from our daily Post, was the dedication of a very handsome monument erected in the Qualtrough lot in Glenwood Cemetery by little Jeannette and Emma Qualtrough to the memory of their friend,

Brother James Henry Walley, who died at the Qualtrough residence in Houston on April 8th. Prayers for the dead were offered by Rev. A. D. Aves, of the Episcopal Church, after which an eloquent tribute was paid to the memory of the deceased Brother by Rabbi Barnstein, of the Beth Israel Congregation. Mr. Geo. W. Kidd, who was present, also paid a tribute to the memory of the dead. Mr. Barnstein said, in conclusion, that the last will of the deceased laid bare the nobility of his heart. Whatever he was had been due to the beautiful home life in the family of his friends, the Qualtroughs, and the love between him and them, born of no kindred ties, was typified in this granite shaft in its quality of its endurance. All members in the city were present at the dedication of this monument to our deceased friend and Brother. Brother Walley was for some time trainmaster on the Southern Pacific before taking his passenger run again.

W. B. Mulvey, for fourteen years superintendent of the Southern Pacific, died recently. Mr. Mulvey was an old conductor from the I. & G. N. and Wabash and had the utmost respect of all his employes.

GEO. P.

Houston, Texas.

#### Editor Railway Conductor:

While only a member of the O. R. C. a short time I feel deeply interested in our Order and take the liberty of writing a few lines from Division 148 to let the world know that we still live. As I have not seen anything from this Division for some time it may be that I can assist our correspondent. I consider 148 managed by the most capable and practical of officers that could be picked from our ranks, men who have for years served the O. R. C. loyally. Division 148 is somewhat handicapped but stands at the top notch. If I understand it correctly we are on a solid foundation. I myself can say that I honor a membership in the O. R. C. as the highest of honors, and would not give my interest that I have for anything. If we could convince those that are sowing wild oats of the honor that is bestowed upon a conductor to become a member I don't think any fair-minded man of the south, who has the opportunity presented him, would hesitate one moment, but would come right into our ranks. Upon the C. S. I think we have but one or two who are hesitating, and if they are fair-minded and want to do justice to themselves and families I don't think they could afford but one more crop of wild oats. About two weeks ago on our mountain division a very sad and unexpected death occurred to Brother Caraway. He was an honored delegate to our last convention from Division 148. I want to say to the conductors that 148 still lives and catch a fish every now and then.

Chattanooga, Tenn.

OPIE HERRIOTT.

#### Editor Railway Conductor:

We reached home from St. Paul May 26. We enjoyed every minute of the trip enroute both ways, but were somewhat fatigued in convention sometimes, for our Brothers were at times long-winded. From the fact that we wanted nothing perhaps made us feel that we were the only one out of a job. To the efforts of Brothers Condit and Goss for their untiring determination to entertain we

are greatly indebted, for under their fruitful wand every motion melted into pleasure for the visitors. Our intercourse with Brothers was exceedingly cordial and we met Brothers whom we will remember for time to come. Especially is this the case with Brothers W. S. Wilcox, of 126, and D. G. Burghart, of 68, both of whom were silent members in the Grand Division, and their sphinx-like attitude we enjoyed with a relish akin to admiration. Brother Joe Lovell, of 48, we cannot forget, for his bearing as a Brother and a veteran was impressive. We discussed times that are no more, and though we did not agree in those days there was no question as to our agreement now and in the future. We regret the defeat of Brother Corbitt, for it takes from our section the only representative. However, we are not opposed to Brother Shepard and have no doubt but that he will make a worthy successor, and we hope to see more of him than we did of Brother Corbitt, for the visits of our Grand Officers are few and far between, and then it is only touch and go. Brother Corbitt's only visit to Wilmington was in the early spring. He was here about three hours and saw only one or two, so the visit was of no benefit whatever. We think the perpetual rush is of very little benefit, and should not be, for the Brothers do not get any information from such sporadic touches. The effort seems to be to get elsewhere and then somewhere else, and consequently a vast territory is covered by a great many visits made with literally no advance in the work of mission, though that is what is intended. It would be far better to cover less territory, make fewer visits, see and converse with the Brothers and enlighten them on the general work and advantages of being organized. Most of our men are not members of the Order and only know of it from a financial point—know nothing of the fraternal feature. They had rather work for \$65.00 or \$75.00 per month and have the pleasure of standing around the station at train time than to have larger salaries and be denied that attendance. We know men and Brothers that have never missed a train, unless sick or on the run, since they entered the railroad world. Their faces are as familiar at a switch stand and Florence would be without land marks should they be transferred. During the feeble existence of our Division at Florence the same land marks were daily in evidence at the station, while the Division lingered and withered for the want of nourishment that was wasted on the platform of fair Florence. If asked why they do not join, they tell you they can't afford it, and we know of the afflicted who subscribed \$10.00 for a present to an official. It costs them more to keep their pants half-soled from perpetual contact with the door sill than it would to pay dues to the Order.

Brother Jno. Cotton is out after an absence of six weeks at the hospital of fever. Brother D. L. Fillyaw is now station master at Wilmington, after more than thirty years service as conductor. He will be missed on the road, for he was a general favorite. H. C. Twining, who was formerly baggage agent and later station master, takes the run of Brother Fillyaw. The heavy rains of May and June have played havoc with our farmers and the crop prospects are not flattering—about half crop is all that can be expected. On some farms it is

difficult to tell what is being raised, grass or cotton both have a equal show so far, but with a favorable season from now on the crop will yield a sufficiency for the man with the plow to pull through, provided five cent cotton does not prevail.

LAFAYETTE.

Wilmington, N. C.

Q

Editor Railway Conductor:

It affords me great pleasure to say the party of P. R. R. conductors with their families, en route to St. Paul, via Pacific coast, arrived home safe, and glad to say well pleased with the trip. The courtesies extended were beyond expectation. Our first introduction was that of St. Louis Divis-

El Paso, Texas. Brothers Roe and Eckman, of Division 69, traveled 200 miles to meet our party and inform us that they had arranged for our party a trip by carriages to Juarez, Mexico, and return to El Paso, where we were driven all over the city and which our party enjoyed very much. Brothers Roe, Eckman and Lesser had charge. Brothers, your kindness shall never be forgotten. If you ever switch our way, stop and we will give you the best we have. Our next stop was Colton, California, where our car was side-tracked for five hours to enable our party to see Riverside, Magnolia avenue and the orange groves. Leaving Colton at three o'clock p. m., we arrived at Los Angeles at five p. m., where a committee, com-



GROUP OF MEMBERS OF 115 WITH THEIR GUESTS FROM DIVISIONS 143 AND 331.

1—T. Billingslea; 2—Geo. S. Smith; 3—H. P. Speakman, C. C.; 4—Ed. Dillen and son; 5—Harry Engwicht; 6—F. E. Farley; 7—M. G. Pumphrey; 8—Jim Supton; 9—J. P. Gleason; 10—Fred Graves; 11—J. C. Fielding; 12—A. R. Holbert; 13—W. W. Brown; 14—M. A. Ruble; 15—J. P. Kenney; 16—T. L. Schuck; 17—J. P. Dinney; 18—M. V. Reuter, 143; 19—Geo. I. Wood, 143; 20—J. H. Curry, 143; 21—J. A. Rowan, 331; 22—Jas. McManus, 331; 23—I. Jackson, 331; 24—H. R. Heafer, 331; 25—Geo. Rost, 331; 26—B. Lockard, 331; 27—Jos. Clark, 331; 28—D. Sommers, 331; 29—F. Rotehorn, 331; 30—P. Wehner, 331; 31, 32, 33—Names not known.

ion No. 3, whose hospitality is known far and wide. A committee composed of Brothers Lewis, Flory and Kellogg were at the terminal station on our arrival and escorted our party to the dining room where an excellent supper was served. The next day a trip by trolley all over the city and parks was taken. Brothers, your kindness shall never be forgotten. We hope we may have the pleasure of returning the compliment. Our next stop was

posed of Brothers Kinch, Horton and Jno. Hartell, representing Division 111, were ready to extend all the courtesy and entertainment any one could wish, but sorry to say we could not take it all in as our time was too short; but we certainly appreciated the kindness of the Brothers. I must not forget the ladies of Auxiliary 84 for their presence and visit to our car and for their kindness in presenting our ladies with beautiful flowers. Our

party will not soon forget the kind treatment received while in your city. Our next stop was San Francisco, where we were met by Brothers Hobert, Embericht and some other Brothers whose names I cannot recall, and were escorted to 3rd and Townsend Street Station of Southern Pacific, where we met the smiling countenance of our good old Brother, P. R. R. conductor, Hayes P. Speakman, now station master of the S. P. Hayes was glad to see the boys and every one was glad to shake hands with our kind and genial Brother whom we have not seen since he left the Pennsylvania. This being regular meeting night of Division 115, we attended in a body. After meeting closed we were escorted to an adjoining hall where our ladies were in charge. The Brother members of Division 115, with their ladies, served ice cream and refreshments, every one enjoying themselves, after which we retired to the China for the night's rest. The last night of our stay was spent very pleasant at the home of Brother Speakman by some of our party, where the good hostess, Mrs. Speakman, entertained the ladies and Brother Speakman did the rest-back with Brother Plant bringing up the rear, the last man to answer roll call. He is all right for a French dinner, you bet. We had a very pleasant time and were sorry when the hour hand pointed to 12 a. m. and we had to look for the old reliable China. Our wish is that Mr. Speakman and family may live forever. Our next stop was Portland, Oregon, but before reaching Portland we were met at Oregon City by Brothers Hughs, McBride and Young of Division 91, ready to welcome us to their beautiful city and inform us of the entertainments in store for us. We also met some of the Brothers' good ladies who were with us and willing to do anything to make our stay a pleasant one. The trip to Van Couver, Wash., was very much enjoyed by our people, also the one to Portland Heights. We also attended the Division meeting on the Sunday we left and had a very pleasant meeting. Brothers, your kindness shall never be forgotten and should you ever come this way, stop and see us. Now we leave for a home run—St. Paul. Arrived there on time and the Brothers of Division 40 at station to receive us and do anything to make our stay a pleasant one—furnishing our party with all the entertainments on hand, which we accepted and enjoyed, and ever remembering St. Paul and Minneapolis for the courtesy and kindness extended to our party while in your cities. If any of you ever chance to come our way, call to see us, the latch string is always out. H. R. HAEFNER.  
Columbia, S. C.

#### Editor Railway Conductor:

A trip to St. Paul at any time is one that would do the heart good, but when taken under the conditions that were in existence from May 14 to the close of the convention it is something that one cannot forget in a lifetime. As entertainers the Twin City boys and girls lead the procession, and are deserving of much more praise and credit than they will ever get, as it would be impossible to give them what they deserve in this respect. Suffice it to say that there was nothing left undone to make the trip one long to be remembered by all who took it. On my western trip I was met at

Van Buren Street Station, Chicago, by Brother Wash Mills, who had chartered an automobile for the occasion, and the way he took me around Chicago would make a State street belle blush for a month. I was told by Brother Mills that my money was no good, as that was a free silver country and they would take no bills, so I did the next best thing, worked both hands as long as I was able and then—you guess the rest. After taking this treatment for three days we started for St. Paul, where we arrived in due time and thrust ourselves upon the hospitality of the St. Paulites and, of course, it is needless to say what they did for us, anyway. I can't remember it all. Hoping we may all meet at Pittsburg.  
O. & W.

Walton, N. Y.

#### Editor Railway Conductor:

Appended find statement of receipts in favor of Railroad Men's Home for the month of June, 1901:

O. R. C. DIVISIONS.			
NO.	AMT.	NO.	AMT.
44-----	\$ 5 00	157-----	\$ 15 00
57-----	12 00	237-----	12 00
104-----	5 00	261-----	12 00
117-----	12 00	339-----	12 00
Total-----			\$ 85 00
Total receipts from the B. R. T. Lodges-----			103 75
Total receipts from the B. L. E. Divisions-----			157 19
Total receipts from the B. L. F. Lodges-----			73 00
Total receipts from the L. A. to B. R. T. Lodges-----			15 00
Total receipts from the G. I. A. to B. L. E. Divisions-----			15 00
Proceeds of ball given by B. L. E. No. 498, Grand Junction, Colo.-----			45 00
Proceeds of ball given by the union of all orders at Needles, Calif.-----			205 00
Sold potatoes and eggs-----			5 10
Total-----			\$783 95

#### CONTRIBUTIONS.

Mrs. May C. Rider, Chicago, 12 quarts strawberries,  
6 pine apples, 1 box string beans.

Respectfully submitted,

MRS. T. B. WATSON,

Highland Park, Ill. S. & T. R. R. Men's Home.

#### Editor Railway Conductor:

As a "has been," yet active member of the O. R. C. of America, I take the liberty of addressing you from the great land of promise, famed in history and commerce, southwest Texas, and from the Alamo City, where deeds of glory and heroism in the troublesome times of '36 of the last century were enacted and the great glory of American arms. The Alamo City boasts more of its commerce and climate and health giving qualities than of its past history, with deeds of valor blood and martyrdom, yet every citizen is proud to recount these past histories, and bid new friends to abide within our gate. I am one of these and want all our Brothers to know how our roads are increasing their business all over the state and especially in southwest Texas. Division 76 is flourishing and has always, when business will allow, a large attendance at meetings. Our Chief Conductor, Brother Geo. Wade, is interested heart and soul in the benefit of the O. R. C. As to how the different roads are situated for help, I am not able to state being a little out of line. I am at present bracing ahead for the Mexican Herb Remedy Co., of Mexico, selling their native cures for tape worm.

blood, stomach, kidneys and consumption, a good thing but so cheap that I am compelled to carry a crutch as a side line in order to pay expenses, the result of a fall from the top of a box car. The doctors and druggists are all interested and in love with me and my goods as soon they find out that I have got patent medicine for sale. When I leave town and try to work the con, then he falls in line, so you see it is a continued love feast all the time, you take into consideration my troubles and pleasures the reaction is too great! I may get over it but I will never look like anything. Still, I want to say right here, that while I am a "has been" I will be glad to help any of the Brothers in the way of information in regard to the country, climate, city, or of Mexico, industries, crops, but I won't stand no jollying about patent medicine.

San Antonio, Texas.

C. O. DUNHAM.



#### Editor Railway Conductor:

The world is but a stage, I have studied it by heart, each and every one of us have got to play our part, it's either for heaven or for hell. For instance, take the poor old conductor who runs his train so well, he tries to amuse his passengers for what few hours on his train may dwell, he runs his train and plays his part so nobly until the end has come, at last he hears that seniority gong, old man your time is short upon the rail, for another, take the section hand who toils hard all the day, he tries to support his family out of his scanty pay, he finds it very hard indeed to keep the wolf from his door, but poverty is no disgrace I have heard it said of yore. For instance, take our presidents and others who in palace cars so grand does ride, at Long Branch or Saratoga his family do reside, he cares not for the poor railroad man, he says he is a boer, when starving for a piece of bread he drives him from his door. For another, take our judges (Jenkins) and others, who rule our laws so gay, retired in their mansion their wealth they do display, they care not for the poor man, to prison he is sent for the stealing of a trifle perhaps a mere cent, his family they were starving, he knew not what to do, hunger stared him in the face as it may both you and I, he stole a loaf of bread they say a simple theft needed for his family were in need kind Brothers, my rhyme is ended I hope I have pleased you all, by your kind invitation in Pittsburg, 1903, if living will give you a call. But please take my advice and study this through and you will come to my conclusion that railroading is but a stage.



ROYAL BLUE.

#### Editor Railway Conductor:

We joined the Georgia special at Indianapolis and went to St. Paul. It was a grand trip from beginning to end. Our reception at Indianapolis was great—we all exchanged cards with one Brother and took a cigar on him and then pulled out for Chicago. At Chicago we were treated royally. We were met by a committee that seemed to have a corner on the Parmelee Bus Company and everything else in the city. They took us to the Briggs House, where we had a splendid dinner and were then loaded into tallyhoss and treated to a four-horse drive through the city—taking in Lincoln Park and many other places of interest. Not a mishap during the entire trip, but we felt

sure at times that the tension would prove too great for the rubber in some of our necks—especially the people from Lexington, Ky. Don't think any set of country folks ever enjoyed a thing more—it was free.

We left Chicago to wake up in St. Paul, and there everybody seemed to be expecting us and glad to see us. No one could do justice to the people of that city. Even the engineers and firemen seemed glad and each arranged a day of pleasure for us. This trip has caused me to take back some things I have said about them when I have been switching a German flouring mill or working the gravel pit.

One of the best excursions we had was the one by rail and boat to Stillwater. The arrangement of this trip showed that trouble and expense weighed very lightly with Division 40. On this trip we met Brother Drake and party, and between St. James lunch on land and Boston conundrums on water we had a great time. Hope to meet this party in Pittsburg. Everything St. Paul arranged was all right and properly carried out.

The Grand Division at work was a big thing to us country district fellows who had never attended one of its meetings. Our extreme modesty forbade our saying what we often felt, so we kept our mouth closed and eyes open—voting as we thought for the good of the Order. The suggestion from our German Brother from Division 89 (Brother McKinney) that we have shorter speeches and a greater variety of speakers struck me as being good. The country delegate should practice up, for he is going to be needed in the near future. Brother Sheppard's voice cannot always stand the strain it is put to in these meetings; the voices of two of our most talented and beloved Brothers (W. E. Miller and "Alphabet" Johnson) have no doubt been silenced. We will not have the lone star (Curtis) to lead us in debate nor the eloquence of the Brother with the far-reaching forehead (Lacy) to thrill us at our next meeting. They will be busy at Austin, Texas, and Springfield, Ill., pledging votes that they will never be able to deliver. But there is Brother Baker—God bless him—who is a "thing of beauty and a joy forever." Our young friend Throckmorton, of Division 239, would make a good leader if he was not so intensely partisan that he cannot get a following.

We intended going to the coast with the Georgia special, but that rebel yell that Brother Hoover of Texas uttered on the floor of the Grand Division set us afire and we turned our footsteps toward Memphis, Tenn., where we attended a reunion of the old Confederate veterans—the grandest set of old men that ever kept step to the tap of a drum. We have reached home well satisfied with our trip and feel like we are willing to work until time to start to Pittsburg.

Murphysboro, Ill.

C. M. REEVES.



#### Editor Railway Conductor:

Brothers did you ever stop to think that we have an influence for good or bad over some one else? We have that influence, but how many are trying to use it for the good? As a general thing railroad men have many a spare moment that could be profitably utilized in at least helping themselves; moments that could be spent in reading periodi-

cals of railroad associations of some kind, and thus strengthen the mind with a knowledge that will be a benefit in any walk of life. Some of us say we have no time to read, let us see about that, when matters of importance to us are being thoroughly discussed in *THE CONDUCTOR* and are finally disposed of, then what? We join the kickers, why? simply because we are ignorant of what is going on, some of us would not even know that we were alive if the information were obtainable only through reading it ourselves. Should you care to ascertain where many such men who don't have time to read spend their time when off duty you will find them some place where economical and educational topics are not discussed and spending their time and money which is not justly theirs when applied in that manner. Now I will say that not one man in a thousand ever started out in life with the resolution of becoming a drunkard, but with the intention of taking the stuff and being able to regulate his appetite, bad start, right there is where they make the mistake of their life: just such men, men who are socially able to drink moderately and retain their position and place in society, are of more harm and cause more young men to become drunkards than the bloated toper who is always an object of disgust.

Brothers V. D. Singer and Ed Quick are contemplating matrimony at present, we are not sure which one will be the winner of a prize first. Brother A. J. Thomas made application for the local on Lima division, but as there might be a butcher knife on Lima division, Brother Thomas now thinks it best to stay on the Chicago division. Brothers J. J. Heavy, A. C. Abbott and H. Folk have just returned from their trip through the northwest which was a very pleasant one. Brothers Abbott and Folk were company to their ladies but as to Brother Heavy's lady company I cannot say but probably the Vancouver or Winnipeg people could say as to that. Brother E. M. King and family have returned from Battle Creek, where they were called to the bedside of Mrs. King's father. Brothers Ed Sexton and W. T. Drake have the fruit runs here, Brother Sexton lays off drag out days. Brother Drake worked 31 days in May. Brother Jim Hammelton is now in charge of the local between Huntington and Lima, bill in each hand and always on time when not late. Brother H. C. Parks, from Division 212, about two or three years ago fell under a moving train which caused him to lose both of his legs; one just above the knee and the other just below the knee, but he is the same old Harry—what is left. Harry has a little smoke house just back of the yard office at Huntington, Ind., where he keeps on tap a keg of cigars and a keg of tobacco and several other articles too numerous to mention. For fear some of the Brothers might get out on a limb as to the meaning of those kegs, I will just say that Harry would not violate section 30 of the statutes. He has on each keg of cigars his picture (oh, what a picture!) but you know the old saying is that homely people are good; if that is a fact those cigars are peaches if they keep up with Harry's picture. Harry just returned from St. Louis and Charleston; he met all kinds of good Brothers that made his trip a pleasure and he invites all of the Brothers to call on him when pass-

ing through our city. Brother Harry Johnston is troubled with the rheumatism at present. Brother Wm. Dyre had the special out of Chicago to Huntington June 19th.

The Chicago and Erie have two spotters here at present and the boys are getting next to their work, they will not shield but will just put you on the farm, their names are Rube Boozefighter and Sam Garnishee. Business on the Chicago & Erie at present is off on a pleasure trip, we don't know just when it will return but hope it will return soon. I will get into clear for a month or two and let some other Brother have the main line. Success to Brother W. D. Anderson and to all.

Huntington, Ind.

G. B. M. SEWELL.



#### Editor Railway Conductor:

The entertainment and dance given by the united railroad Orders of Needles, May 17, was successful beyond the anticipation of the most sanguine. The program was placed in the hands of Dr. Booth as master of ceremonies, and under his direction carried out with the precision and nicety characteristic of that gentleman. The festival was opened by the master of ceremonies in a short talk appropriate to the occasion. After the program followed a dance, and never did a Needles crowd more heartily enjoy itself. In the yard and on the lawn cool beverages and light refreshments were served. The porch and lawn were brilliantly illuminated with colored lamps and flags. The interior was beautifully draped with the colors of the different Orders. The grand march was led by "J. D." (John Denair) the veteran superintendent—loved and respected by all, the father of all railroad men—and his beloved wife. The executive Committee, Brailly (B. of R. T.), Thompson (B. of L. E.), Casey (O. R. C.) Holly (B. of L. F.), Gilchrist (O. R. T.), Foote, (S.U.A.), desires to extend thanks to those who so kindly gave their time and talent to make the entertainment enjoyable; also to the good people of Needles who gave their loyal support. The affair was in the hands of the united railway orders—B. R. T., O. R. C., B. L. E., B. L. F., S. U. A., O. R. T., and their auxiliaries. The net proceeds, which amounts to the comfortable sum of \$205, will be contributed to the Home for disabled railroad men, which is located at Highland Park. As usual, the Needles contribution will be close to the head of the list. The Executive Committee are proud of their success, and likewise of the showing that Needles has made in support of one of the grandest institutions ever founded for the benefit of railroad men, when their usefulness has been overcome by age and disability.

Needles, Calif.

M. H. COVEY.



#### Editor Railway Conductor:

As the pages of *THE CONDUCTOR* are the best means to reach our membership at large, I desire to say to the Order at large and especially to the good Brothers in the South, and those on the Macon, Ga., special, that came by Cincinnati and stopped a few hours in our city on their way to the Twenty-eighth Grand Division, held at St. Paul, that they were not met by the committee of three appointed by 107 and shown the courtesy due them and had the right to expect, is no fault of mine.



Had I been at home that day, the Brothers, wives and friends would not have had their feelings hurt by receiving no attention from said committee, for I certainly would have put forth my best efforts to have entertained them the short time they were here.

The reason that I was not in the city was that I desired to be in St. Paul early, so as to make the best possible fight for the meeting of the Grand Division for 1903 for my city, and that I did not land the prize is no fault of Brother Marman, C. C. of 107, and myself. Jealousy, the fear of losing some good which another may obtain, seems to have taken hold of some Brothers in this neck of the woods, and I pity them from the bottom of my heart and I trust that ere long they will get over that jealousy and egotism and think kindly of their Brother Conductor, whether he be in service or not, and ever have in mind the good of our Order and its membership.

I know of a member of the Order down our way who has not been in the service for the past six years. He has nothing to ask from the members of the Order but their good wishes, and which he is certainly entitled to. For the past ten years his work has been a work of love and self-sacrifice, devoting his time and money with nothing to ask and nothing to expect, standing by his Division through thick and thin, ever ready to go down into his pocket for a Brother or his Division to tide them over, and stands ready today to help a deserving Brother if in need. To the Brothers, wives and friends on the Macon, Ga., special, I sincerely apologize for the membership of Division 107 as a whole.

I was talking, the other day, to a good Brother, and he informed me that a pipe-line is running from our Division to the officials of the C. H. & D. railroad, and that there is but one link in the chain of evidence missing to fasten the despicable guilt upon one of two members. I hope the Supreme Being, the Arbitrator of all which is good, holy and just, will come to our aid and assist us in rounding up the company man whom we seem to have among us, and sink the traitor so far into oblivion that he will never be heard of again. And may the company for which he works cast him in the ditch of the unknown, for I do not believe that any railway management has any use for such a "composition."

It is with pleasure that I am able to say to the readers of THE CONDUCTOR that 107 is in first-class shape and is rapidly moving to the front, and it will not be long until 107 will be in the front rank again. Yes, I can see the beacon light brightly shining in the not very far distance which is guiding good old 107 to a bright and prosperous future, and may it land triumphantly with our most esteemed and worthy C. C. Brother M. J. Marman at the wheel.

Cincinnati, O.

W. A. Fox.

#### Editor Railway Conductor:

Times are very lively out here, especially pleasant times. We are all on the Grand Committee on entertaining. First comes the Pennsylvania delegation going to St. Paul; second comes the whole United States government, including the president and cabinet, Governor Nash and staff, of

Ohio, as well as 20,000 others who came from Ohio in days gone by. All because the U. S. government is building a battleship. Then comes the Georgia special, 125 strong. They stopped with us three days and were taken care of by Division 364 and Auxiliary 107, and I must say the ladies took the cake, and from the looks of the tables I think they took everything in sight, including the bakery and all the roses and flowers in the Garden City. The next night Division 115 did the honors, and if it were worth mentioning I will leave space in THE CONDUCTOR for some Brother or Sister in the Sunny South to tell the story of Chinatown and the reception given to them by Division 115.

Now down to railroading. I visited Brother W. J. Hunter, assistant superintendent California Northwestern Railway, at Tiburon, today. I found Brother Hunter the busiest man in California, trying to keep everything moving. Their Sunday travel is great. Eighteen coaches on one train. The business is outgrowing the equipment. They have two fine new Baldwin engines ready to go into service, and more coaches and box cars ordered. They will soon have thirty miles of new road from Ukiah to Willets completed. Brother Hunter is equal to the occasion with his assistants, Brothers J. K. Smith, M. McDonough, W. D. Crawford, F. L. Crane, M. J. Clancy, W. B. Corbaly, James L. Haywoods, Thos. L. Perry, J. M. Johnson and D. McLaughlin, all members of Division 115, and a score of will-be conductors some day. I am satisfied the California Northwestern Railway is o. k. under the present management.

Brother E. J. Dillen is very sick. He is at the Southern Pacific railroad hospital. Brother Satler reported his condition in the Division. Fred says he is fearful of his ever getting out again. Ed Dillen is one of the fathers of Division 115, and a man who has done more to help Brother railroad men than any one I know of. His purse was always open to unfortunate Brothers, and now it is our time to assist him if he is in wanting.

MILTON G. PUMPHREY.

San Francisco, Calif.



#### Editor Railway Conductor:

Have just returned from a very pleasant trip east, via St. Paul, Sioux City, Omaha, Kansas City and St. Louis, and visited the scenes of my old-time wanderings, when I traveled over the B. & O. between St. Louis and Cincinnati. I could not help wondering at the changes that thirty years will bring about. The towns across Illinois are almost hidden by a forest of shade trees that have grown up, and the woods of old Indiana have nearly all fallen before the ax. I saw very few of the old-time railroaders that were there in the early 70's; in fact, most of them are numbered with the departed, and what are left are in the back shops or scrap pile.

I must tell you a few incidents of my first trip on the O. & M. It was on the 20th of January, '74. I had been out west skylarking around. Had been braking and doing yard work—breaking bronchos and working around cattle yards. I started home for a visit to Mitchell, which is located on this line. Got to Vincennes and a through freight train was due to leave for the east. Geo. King, who was to

be the captain, was in a game of billiards with John McBride and Sim Stevens at union depot and made the remark that he had to go out on 16 and only had one brakeman. Old Hank Boughn, who I had come in with, says here is a man who will go out with you. King hired me. It was pouring down rain and freezing as it fell. We landed up at Mitchell about 2 a. m., got some lunch and King says to me, "Young fellow, there is a pretty bad hill just east of here, but Jonas will hold the train from the rear." When we dropped over the hill, which was known as Mill Creek, the engineer, who had a quart bottle in the seat box, stretched out and went to sleep. The fireman also lays back and, hat over face, he went to sleep. The farther the train went the faster it went, and I, having a knowledge of the place, was wide awake, for it was considered a bad hill with curves and bridges and no plowed ground to jump on, as has Kansas. I thought the train had parted, and when we struck Mill Creek bridge I stood in the gangway to look back. Jonas was on the first car from our box-car caboose. The engine cab just then gave a swing and landed about two gallons of nice cool water, mixed with cinders, down the back of my neck. We struck level track soon and I scrambled over the tank to put on the Armstrongs, for we wanted water at Scottville and the boost we had would take us to Tunnelton without steam. I went over and woke up the people, got water and landed in Seymour about 7 a. m., all in good shape. Speaking of those days, if Maurice Thompson and Alice, of old Vincennes, knew anything of the doings there about those times they would turn in their graves and smite themselves that they did not figure in these doings instead of an earlier period. I read with pleasure the writings in THE CONDUCTOR from many of our Brothers and concur with many of them. One among my special mention will be Brother Pumphrey, of California, and I wish to add that his sentiments are mine, no matter what he writes.

SAM STEWART.

Denver, Colo.



#### Editor Railway Conductor:

All employees of the Transportation Department of the Plant System are undergoing a re-examination on the train rules.

Brother George A. Croom, delegate to the last Grand Division from Division 311, has been appointed examiner for the third division, embracing the territory from Way Cross to Thomasville, Dupont to High Springs and Albany to Monticello, under the supervision of Mr. D. F. Kirkland.

Brother W. S. Bull, member of Division 123, who was in attendance at the last Grand Division as an honorary member, has been appointed examiner for the second division, embracing the territory from Savannah to Jacksonville and Brunswick to Albany, under the supervision of Mr. George W. Haines.

Albany, Ga.

W. S. B.



#### Editor Railway Conductor:

I began to think that our journal was not being read much by the Brothers, or else my letters lacked interest. I wrote several red-hot letters and after each one I said to myself, that will bring something; but not a word was said until I stepped

on Brother Veritas a little. Well, Brothers, let's see where we stand. We'll leave the matter of the ballot out, as it will only engender hard feelings and result in no benefit to any one. If we have no right to say whether roads shall double-head—when the act of doing so will add to the risks of those who are employed upon the train—then you have no right to protect human life by any law. It is the right, as well as the duty, of our government to make laws to protect, not only the lives, but also to abolish all accessory risks to limbs. Of course we all realize the fact that there are certain unavoidable risks that we must all take who engage in railway service. At the same time we also know that there are a hundred menaces to life and limb maintained from mercenary motives at the expense of the lives and limbs of those who are compelled to work with these man-killing devices. Do you mean to say, Brother, that in order to save a couple of feet of iron rod, the company is justified in placing a switch stand that much closer to the track, thus endangering life, which the said addition of two feet would avert? Impossible! My Brother has confused liberty with license. The duty of the government to its citizens is exactly the same as the duty of the parent to the family—not a featherweight difference in the two obligations. I don't forget for one moment that this is a free country, made so by the sacrifice of oh! how many noble lives! But that is no argument in favor of license, nor of maintaining a nuisance or anything that will add the most infinitesimal risk to one of its citizens, for that is what it amounts to. It is not necessary for the government to own a property in order that it shall be responsible for the proper maintenance of the equipment. The functions of government are the same as I said before—as the parent. You might just as well say that when your boy wishes to do something which your riper experience has taught you would result fatally or detrimentally, at least, to him or others, you would not be required to see that he was prevented from accomplishing his purpose. If Brother Veritas will inspect my contributions carefully he will detect a statement of my opinion declaring my allegiance to the initiative and referendum, or any other "safety appliance" which can be maintained to protect the citizens of any country. May the Supreme Ruler hasten the time when we can distinguish between liberty and license. When that condition is reached, then may we expect the most perfect government possible for and by erring human beings. There can be no question of "you know what you can do." That is the retort of tyranny. That is the very thing which perpetuates these menaces. The companies know that there are men who, rather than run the risk of placing their families in want, just continue to take these risks. This argument lacks the proper courage. We must face the issues as we find them. We must also weigh every particle of matter bearing upon the subject, and not do as many are fain to do, adopt somebody's opinion, ready made. Our laws must be so formulated as to make "you know what you can do," an obsolete expression. It is useless for roads to say "we cannot afford these things" in face of the fact that they are building transcontinental extensions, stations that cost millions of dollars, private cars for officials that

cost small fortunes, which places the brand of doubt upon any such statement. Every industry must eventually render, in one manner or another, such statements of their business as shall show the actual profits which they are making, so that it will be known whether or not they can pay their employes proper wages and in conformity with the risks they take, and all contributory risks must be arbitrarily abolished. We cannot view the vast fortunes accumulated by individuals in a natural life time, without also considering the fact that these men have told their employes, hundreds of times, that they could not afford to pay them any more wages, when those same employers were counting their gains at hundreds of dollars per minute. These things need as much regulation as does any other crime, because many crimes result from these, which otherwise would never be committed.

SIVART.

Fairbury, Nebr.



#### Editor Railway Conductor:

Division 184 is getting on fairly well. We are out of debt and have some money in the treasury. Our little band boasts of thirty-eight enthusiastic members and five candidates for initiation. A great many conductors here belong to the B. of R. T. They have been reared in that Order and it is hard for them to leave the Order which has benefited them so much. We will get them by and by, and our little band will feel mammoth. Our officers are working hard to make this the greatest year in the history of our career, not only in finances, but in members. The office of our S. & T., which was vacant for a while on account of the death of Brother C. E. Pugh, is filled by Brother N. G. Turner. May his zeal and efforts never tire and may God bless him in his undertaking and help us unitedly to work and pray for his success. Our meetings are held on the first Monday and Third Tuesday each month. Cannot all Divisions arrange their meetings on week days as we have? Our Divine Creator has set aside Sunday for worship, and though we are transacting business for the welfare of one and all of the members with the purest motives and brotherly love, yet we are not worshipping our Lord and Master. We cannot succeed without Divine power. I sincerely hope that Sunday meetings will be abandoned and all of the Divisions will emulate the example of Division 184 and all be prepared to have their meetings in that better world where parting will be no more.

Brother Joe Durham has been housed in for about ten months with bronchitis. He is not well, but on account of his industry has taken charge of his train. With gratitude to God for his blessings in sparing our Brother's life, and with hopeful hearts we pray for his entire recovery.

On our district, at a point eleven miles west of Lynchburg, Va., a remarkable incident happened to one of our eastbound trains. The train severed ten cars from the engine, recoupled, and was on the verge of starting when the conductor detected a 40-ton coal car or "Mark Hanna" over the embankment. It proved to be his tenth car from the engine which had jumped out of his train while making full speed without damaging the track.

Much satisfaction was manifested in the reading of Brother W. T. Morris' report of the proceedings

of the convention at St. Paul. We feel that our Order is moving upward slowly but surely and our work has been wisely done. If we spend some time in earnest supplication to our God He will help us in all our transactions and the solemn aim and purpose of our immense power will be more zealous and effective. "In the curious chambers of the brain our thoughts are linked together by a hidden chain." At the convention the thoughts of our delegates were linked to the subject of a home for the old conductors. The location for the home has not yet been decided upon. I hope it will not be down on a swamp where mosquitos live forever and hope for us to never die, but have it where we can inhale the pure air from the mountain tops of old Virginia, so our declining years may be as pleasant as a soft twilight of some bright departing day. The old conductor who has doubtlessly molded the hearts and shaped the character of many, besides facing the sunshine, storms and danger for a half a century or more deserves this consideration. Remember this and bear in mind that we are getting older as each day rolls by, and ere the frost of many winters we, too, will be subjects for the conductors' Home, if so unfortunate as not to have a home of our own we will bid farewell to the scenes of prosperous days and slowly walk into the home, there to spend the last days of our lives. There we can retrospect the past and prepare to meet the loved ones gone before. So I say select some bright and holy spot, where our lives shall go out as the sun goes down to rise in some fairer realm.

P. A. MCDANIEL.

Clifton Forge, Va.



#### Editor Railway Conductor:

I am glad there has been some provision made for our aged Brothers at last, and I feel confident that it will be a success, if situated where it can be economically managed. I think we can give our Brothers some of the luxuries of life after they are too old to sign the call back, as we have got the Lord's smoke-house here to make a draft, and there is not a creature in this smoke-house that is too bright or good for the old conductor's daily food. We can have gardens here the year 'round, and yellow-legged chickens are ripe 365 days in the year, and we can can and prepare enough garden and rich sea food in three months to last the remainder of the year. The salt air will whistle through the aged Brother's Master Hubbard whiskers and get up an appetite so that he can enjoy the good things of this life, and I think I can safely say we can maintain a home here for what it would cost for extra clothing and fuel in a more rigorous climate. If any of the Brothers do not believe it and wants to get in the swim, let him come down and I will loan him my bathing suit. Well, there is no need to expatiate upon the good things we have here, as the Brothers will be on the shady side of easy street in summer time and sunny side in winter. There not much to write about Division 310, as the members and their families and the treasury seems to be in a healthy condition and do not miss their usual allowance of ice cream and strawberries. Hoping the Brothers may always have plethoric pocket-books and good runs until we can get the Home on a sound basis and forever after.

Orange Grove, Miss.

TROUT EATER.

### Editor Railway Conductor:

Our excursion on June 3rd, to Marshall Hall on Potomac river was a grand success financially, socially and for a general good time for the conductor and his friends, it could not be beaten, the man with his millions touched elbows with his humble neighbor of conductor, engineer, fireman and brakeman, and they lined up in good shape and showed that they could be men among men in all walks of life. The last boat returning to Washington was the pleasure ride of the day when Brother Cathell with his singing friends from this city assembled aft and commenced singing, with the full moon shining on the water, it put the writer in mind of reading about Saint Cecilia when the angels from heaven strewed flowers on her while singing. To the Brothers from Mexico, don't you wish you were with us? To the Brothers from all the sage brush states don't you wish you were on that boat? To the Brothers in the Atlantic and Pacific states I know you can have such a time if you want to, but I do not think you can beat Division 378 in the art of singing and having a general good time, when Brothers Pinkling and Miller leads the gang. To the several Divisions that purchased our tickets we thank them. The latch string is always hanging outside for the worthy O. R. C. man. We contributed to the Jacksonville sufferers and others too numerous to mention, and all labor organizations can have our sympathy and aid by simply making an appeal for aid. Organized labor don't want to forget that the Chinese exclusion act, known as the Garey act expires May 1902, there will have to be a law made to exclude the yellow man from the Philippines as well as from our western shores, exclude the Japs with the Chinamen this time. It seems to me that Commissioner Powderly should be more watchful of the pauper labor of Europe coming to our shores, he should do better in that line in the future than he has in the past. All our labor journals should give the emigrant question their serious attention, for as my experienced eye pierces the future the emigrant question is the most serious question we will have to meet in the future for the welfare of American labor. Business men look after their interests by making laws while congress is not in session to become laws for their benefit after congress meets, now is the time for all labor organizations to get their heads together and draft laws to be enacted after congress meets next December, also to look up this emigration of the pauper labor of Europe to our shores, and if Clarence V. Powderly will not stop the pauper horde and has no law to back him, why now is the time to put some one in his place. Draft a law and put before the 57th congress and compel them to pass a law similar to the famous Cabot Lodge bill, which died in the 53rd congress. The several labor organization in Washington, D. C., should elect a legislative man and form a legislative committee looking up the interests of labor in Washington, D. C. We, as laboring men, should have equal rights with the business men and meet the district commissioner and have equal rights with business men. The business men met the district commissioners some time since explaining their wants, why should not labor have equal rights?

They have lots of wants and wrongs to be righted and now is the time to elect a legislative committee and show up our wants to the district commissioners so when the 57th congress meets next December we can be prepared to meet them with a law for the benefit of all labor in the District of Columbia, for we don't want to forget that congress is our only law making body and our only protection in the District, as this town of Washington, with her three hundred thousand people, are practically disfranchised and cannot vote, hence, we must form a legislative committee for our own protection if for nothing else, and I will say right here, we have lots of room for improvement. First, congress should pass a law to build a colliseum or a building that would accommodate all conventions that would want to meet here in this great city at any time in the future, and a standing amount of money to pay the usual expenses that all cities incur when a convention of any kind meets in their city, so the capital city of this great nation of ours can say that we are as hospitable as any city in the United States, and invite all labor organizations to meet here in their annual conventions, and show the rising generation that Uncle Sam is a generous and grand old fellow. A grand memorial bridge is under way to reach from the capitol to the Westminister of this country, the city of the heroes, Arlington cemetery, one should see it on Decoration Day to enjoy it, the sight the writer saw that day took all fear of death from our system. Now we ask the question, would not our Uncle Sam be doing a nice thing after building the memorial bridge to build a memorial hall? So that the rising generation of American manhood could meet here annually and discuss the best interests of himself and his government on the labor question. I believe if such legislation was asked for from the 57th congress, setting in December, they would cheerfully pass a law to appropriate money for such a good cause, for all classes of monied men and business men ask for all kinds of appropriations, from making the Suawnee river navigable to reservoirs for the eight sage brush states, that they can raise potatoes instead of sage brush and sheep, it should be done, but they don't want to overlook the crying wants of labor, give us a little recognition while you receive so much, teach the honest laboring man that you want to educate him to better his condition, what better way can a national lawmaker express himself than by passing such a law as described, thereby killing all kinds of anarchistic feeling that may exist in the breast of all classes of labor now or at any future period. At the present time this city has the headquarters of the Knights of Labor and publishes a splendid monthly journal, edited by John W. Hays, General Secretary and Treasurer, we can truthfully say the K. of L. journal is a lively journal and hope they will seek the unskilled labor field for their benefit, for the K. of L. has plenty of room in the unskilled labor field, to grow and lots of room for reform; then when the K. of L. drops their amalgamated ideas of labor and joins the American Federation of Labor in this town, with a journal behind them and counts their numerical strength at one million five hundred thousand, and all classes of organized labor,

including the O. R. C., B. of L. E., B. of L. F., B. R. T. and O. R. T., should by all means have and move their headquarters here, for I believe if organized labor is going to live in this country it will be compelled to have a centralized power the same as our government and help shape the course of this great growing country of ours, and help make our national laws as well to defend the old flag in case of danger in the future, for a man can put it in any kind of language he sees fit to suit the occasion, but it is the strong arm and brave hearts of labor that gives the old flag the prestige it has among the nations of the earth. It was the laboring man that went up San Juan hill July 1, 1898, and opened up a thoroughfare for freedom. Last, but not least, it was a Yankee boy that planted the first flag on the walls of Peking, China, and Old Glory shone like a morning star to those American prisoners in that Pagan city. Therefore we appeal to all writers of labor journals to write up this subject and also to appeal to their senators and congressmen to give labor their equal share of legislation in the coming Fifty-seventh congress next December. Now, we say, is the time to canvass the situation, so when congress meets we will have all laws written up and all we will have to do is to present them to our members and have them read from the House and Senate, referred to the committee they belong to, force them through the committee then have them passed and signed by the President and they will become laws. We believe that labor is educated enough to support legislation when it is done for their benefit, and the political party that advocates and legislates for the benefit of the laboring man can hold the reins of government in this country as long as they give labor their share of legislation and a square deal, for labor has tossed her glove into the political ring and tells the law makers of the several states and congress that from now on she will keep lined up for business and must be recognized and get a square deal or there will be trouble in the political field.

Brother Mewshaw, of 378, elected delegate to the Twenty-eighth annual convention, held at St. Paul, returned to us safe and sound after his splendid work at St. Paul and gave his report at our last meeting, and for which he was given a vote of for his splendid work; also a vote of thanks was tendered to Brother A. J. Blanton, our permanent member of the Grand Division, for his able aid he rendered to Brother Mewshaw and the Grand Division in general. Division 378 is very proud to have it to say we have one of those kind of men—a permanent member of the Grand Division. The writer will say here, that we have been lined up with the O. R. C. since 1875. We care not if some member will cry taffy or not, but after hearing Brother Mewshaw's report from the convention at St. Paul we say, with all sincerity, that it was the very best report the writer ever listened to. Brother Mewshaw concluded by saying that the conductors was a protective and business organization, pure and simple, and nothing less. He said, in his closing remarks, that at the next bi-ennial convention he had reason to believe that Grand body would vote to move the headquarters permanently from Cedar Rapids, Iowa, to Wash-

ington, D. C., as all members he talked with on the subject thought as he thought. It was the logical and final home for the O. R. C. Now, we believe it was out of order for a few labor organizations when they met to pass a law prohibiting a member from joining the National Guard, for we do believe that labor should be left free to act out that part of his inalienable rights of man. Such labor laws made by labor organizations shows ignorance and a foreign idea, and it will not bear transplanting in this country. It also shows that the man who had that law drafted and forced a vote on it never went to school in this country. I hope this letter is not too long for Brother Anderson to read and prove.

Division 378 is going to give one of the most delightful entertainments at Glen Echo on July 17. They predict the very best time of the season, so it must be so. In regard to the good of the Order Brother Mewshaw reports the Grand Division financially and numerically the strongest it ever was since it was organized; also the Home is an assured fact now. Will write about the Home in my next letter, also about Sec. 6 of our Statutes. I believe it was doctored a little at St. Paul for the better.

JOHN DWYER.

Washington, D. C.

Editor Railway Conductor:

To let the readers of THE CONDUCTOR know what Division 66 has been doing, it will be necessary for me to go back to the beginning of the year. The past six months have been, I think, the most successful of any in the history of the Division. February 13th our annual ball was held at the City Hall and I am pleased to be able to say it was a grand success and netted the Division \$360 clear profit. Division 66 has added to its membership thirty-five new names since the first of the year. I don't think that there are many Divisions in the Order that have done any better than this. We have some hustlers in this Division, and chief among them is Brother L. M. Haseltine, of the Grand Trunk; Brother P. H. Smith, of the eastern division, and our Chief, Brother Sears, of the western division. Our good Brother Sprague, superintendent Union Depot station, was instrumental in getting several pass. conductors from the Maine Central to join. There are not many conductors who are eligible left out in this section at present writing.

At the March meeting, which took place upon the 17th, Brother P. H. Smith was presented by the Division with an O. R. C. watch charm with his name engraved on the back. Brother Smith is not very often at a loss for words, but on this occasion Pat was tongue-tied for some time but managed to say simply, "Brothers, I thank you," and we who heard him knew that those few simple words came from the bottom of one of the truest hearts that beats. I understand that the members of Division 67, Ladies' Auxiliary, at their last meeting, presented their Past President, Sister Sprague, with a P. P. jewel, and Sister Sprague is deserving of all the honors her Auxiliary can confer upon her.

I was amused a few days ago to hear a crowd of brakemen comparing notes. Each one had a story to tell, and among the rest was one

who seemed to think he had done something wonderful. He told about putting in forty-two days' time in a month. He said this was the record for his road. Way back in 1877, in the month of August, the writer, with our present Senior Conductor, Brother Tyron, were braking for Old Cap Pillsbury on the east end of the Grand Trunk, and in that month we put in fifty-six days, and I don't believe that has ever been beaten. Brakemen of the present day don't realize what grief is. They don't have any of it. In my time there were no Westinghouse automatics; nothing but the Armstrong. In those days brakemen had calouses on their hands thick enough to tap your boots with. The brakemen of today have it dead easy but don't realize it. The poor old "con" of today is, it seems to me, the football of fate if he is unfortunate enough to lose his situation he is out for keeps—can't even get a job of braking. I tell you, Brothers, it stands us in hand to be just a little careful and look out for ourselves, for if we don't it's a case of either the Home or the poor house.

Brother Stephenson has been off sick for some time but is around once more and improving fast. I am sorry to see Brother F. H. Cleaves on the sick list. He has been failing for some time. He starts on July 1st on a three months' vacation.

Portland, Me.

J. S. LYSAGHT.

Editor Railway Conductor:

After spending an hour reading THE CONDUCTOR I came to the conclusion that if, as the Brother from Huntington, Ind., says—by reading THE CONDUCTOR we are brought closer together, this should be the aim of all the Brothers. We can also learn from each other lessons of value. Our noble Order is full of intelligent Brothers who can, if they only take the time, impart to others a knowledge that would be of rare benefit, and it is interest of this kind which causes enthusiasm in the Order. We must uphold the dignity of our Order, and by so doing show the outsiders that the O. R. C. is up to the times. We are working hard to bring some new and young timber into the fold. We are getting in some applications for membership, and it is necessary for all Brothers who can to be present at every meeting, so that we shall show to these new members that we appreciate the Order and that it is worth our support. Know that your candidate is eligible before you present his name and it will often save embarrassment that follows.

Business on our line is brisk and keeps us all on duty. There are Brothers who are now awaiting the return of others in order to obtain leave of absence. Brother Osborn is at present sojourning in the south, as is also Brother Hahn in York state. Charley took the wife along and expects to see great things at the Pan-American. Our best wishes are with you, boys. May you have a pleasant trip. While some are away enjoying life others are at home nursing themselves, as is the case with our Secretary and Treasurer, Brother T. B. Kaneen, who was so unfortunate as to have a rib broken, which will cause him many days of idleness while nursing it back to its proper tension. The remainder of us are well and slugging away, which luck we wish to all Brothers.

Lorain, O.

J. J. POLLOCK.

Editor Railway Conductor:

The Home is probably in just about the same condition now that it was before the convention, and nothing can or will be done until after the conventions of the Engineers and Train men, a year hence. I will admit we made a step, but that was all. What have we been doing for the past twelve years, and why is it that we have no better home than that for our old and disabled Brothers? Is it because we are poor? No. Do you suppose for one moment that it is the fault of Father Coffin? No. He has continually asked you to help and has done more than all the rest of us put together to provide a suitable shelter for us. No, it is not Father Coffin's fault.

Why didn't you say \$50,000 and get the site and commence business any way, and then say to the other Orders, you can join with us if you want to, provided you produce a like amount, and if you don't want to join with us, then build a home of your own and for your own that will equal, if not eclipse, ours. Provided that the three or four Orders do join in a union home, do you think it will exist in harmony and without friction? Of course I hope it will, but I don't believe it. Father Coffin, in his remarks at St. Paul, said: "Gentlemen, it is up to you now. The future of the Highland Park Home depends upon the action of yourselves. If your action is favorable, then the Home is a success; if your action is adverse, then the Home is a failure." Now our action at St. Paul was not adverse, but the B. R. T. at Milwaukee referred the proposition back to their Lodges for a referendum vote, and it will take six months to obtain that vote, and I imagine that the action of the Firemen at Des Moines was not exactly in accord with ours, consequently delay is the outcome of it all, and at our next convention at Pittsburgh, two years hence, we can again take up the question with the same proviso, and unless the committees elected have power to act without again referring the question back to the Grand Division, we can then continue to wait until the Grand Division of our Order meets at Honolulu, or Manila. Verily, procrastination is the thief of time, and we are guilty of criminal negligence in not providing for our family. If you want anything done, and well done, do it yourself and then you will know it is done and who did it. Some say that the Order of Railway Conductors is not strong enough to maintain a home of their own. Is that so? Twenty thousand conductors in America in actual employ. There may be ten conductors now in the Highland Park Home. Take those out and add ten more to them, making twenty inmates of the conductors Home. 20,000 conductors at fifty cents per month raises a fund of \$10,000 each month. Do you think that would support twenty conductors that are disabled and need our assistance? Well, I guess so. But you say the 20,000 conductors won't give the fifty cents a month. They won't? Why, man, there is not a conductor belonging to our Order, and many that don't belong to our Order, but that gives four times that every week to some poor devil who needs it. They are the most liberal men in the wide world, and not one of them if they went to Highland Park and saw our Brothers there and their condition, but that would say, yes, sir, I will sign a contract



to pay \$10.00 out of my wages each year, as long as I work for a railway company, toward the support and sustenance of these, my Brothers. So don't say that the Order of Railway Conductors cannot conduct a Home of their own, if they choose.

There was a proposition read in the Grand Division at St. Paul, and it immediately commenced to snow, and consequently the proposition was buried underneath about four feet of the beautiful. But I think it is liable to thaw some time, and then you may be ready to examine the merits of that proposition, which was in toto: To district four or five Divisions of the Order that are near to each other, aggregating a membership of 500 Conductors to each district, each Division in this district to send a delegate to a Home or district meeting, and at that district meeting the various questions concerning the Order at large would be discussed and also a delegate elected to represent that district at the Grand Division. Now let's see. One delegate to every 500 Conductors, means 51 delegates, which, with our permanent members and Grand Officers, would not make to exceed 100 members of the Grand Division. These 100 men will meet in Grand Session, transact their business in about one-half the time it takes at present, and will be less expensive by one-half and possibly make a saving of \$25,000 each year. Now, at St. Paul, legislation was enacted that the Grand Division pay the expenses of all delegates, to the amount of \$6.00 per day, &c. Four hundred and ten delegates at \$6.00 per day, on an average of fifteen days each, making a sum total of \$36,900. Under the district plan fifty-one delegates, at \$6.00 per day, will cost \$4,590. Quite a difference, I guess, and everybody have equal representation! Now, I want to tell you candidly that a mistake was made at St. Paul in snowing that proposition in, but it will thaw, in time, and then you will rescind the action at St. Paul and examine the merits of the lost cause. See if you don't.

I desire to say to some of the real, genuine Brothers, who contributed their mite in response to my letter in the April CONDUCTOR, that I have received the following amounts: 25 cents from Indiana, \$1.00 from Montreal, \$1.00 from Michigan, \$2.00 from Winnipeg, Man., and \$6.25 from the Ladies' Auxiliary; total, \$10.50, which amount has been forwarded and acknowledged by the Sister referred to, and a letter expressing her thanks and appreciation has been received by me.

Our insurance is a grand, good thing, inasmuch as it protects and provides for those left behind us after we are gone, but the Relief Fund is a grander, better thing by odds.

Last Sunday was our Day of Sorrow in our Division. Thirteen of our members have passed into the great beyond since the institution of our Division twenty years ago. Our able Past Chief Conductor, Brother H. C. Hatcher, read the list and delivered that beautiful and impressive ceremonial at the grave of a Brother, and all the members joined in the responses. Toledo Division is still alive, though very weak. We are struggling after a fashion. We try to have at least a quorum at each meeting, and in order to always have a quorum present we only ask our members to attend Division meetings twice a month, second and fourth Sundays. Now, Toledo Division is going to have

a grand picnic, and you are all invited to join in with us. Bring your baskets with you. I don't know just what date yet, but that don't make any difference, come anyway, and come quick, so that you will be sure to be on time, and wait until we do have it. We are going to have one sure, because the following committee is appointed, with power to act, and that settles it. Chairman, John Talty. Now, without another darned conductor on the committee but John it would be a go, and a success too. We don't need any more, only just for company's sake. But gee whiz, look at the rest of them: B. O. Smith, Mart Loop, Dave Myers, Frank Zeiser and H. C. Hatcher. What do you think of them? Oh, yes, I am on the committee, too. They put me on the tail end of the committee just so that I would write it up for THE CONDUCTOR. Well, I will write it up, and if they don't use me pretty well I'll roast 'em good, too.

Toledo, O.

B. F. OSBORNE.

Editor Railway Conductor:

Not seeing anything from Division 129, and knowing that our regular correspondent has been out of the city for some time, we venture from under the bush of retirement to answer here to the roll call for our Division. We had our seventh annual outing on June 27, and it was considered by everyone to be the best picnic we have given for years. The local L. A. had full charge of refreshments and made quite a nice little sum of money. They forgot to feed the O. R. C. committee, as is customary, to pay for the privilege, but they handled everything so nicely that the committee is now fully satisfied. Sorry the Grand Division failed to re-elect Brother Corbett Grand Junior Conductor, but we are glad that his place was filled by one of the best informed and most loyal members of our Order and we await eagerly the time of his visit to Tennessee and to Knoxville, and we further urge that he visit Knoxville before Chattanooga, as we have 250 more inhabitants as per the last census. (Brothers Stone, and Stegall, please copy.) Our delegate and visitors to the St. Paul Grand Division say they were well taken care of and that St. Paul Division has jumped a full length ahead of any thing in modern history as to entertainment. We said when we saw the interior of their head masters at Detroit, that they would do things up right at St. Paul. Our recent memorial exercises were well carried out and fairly well attended. The committee, composed of Brothers J. S. Hemy, C. W. Connor and C. W. Wright, had things in ship shape. A nice program bearing, in addition to the exercise, a list of all deceased members of Stanton Division. We suggest as means for a proper spirit, to attend and take part in these musical exercises—a wonder whether or not our own names will, some time in the future, appear on the list from year to year. Moral, dead people are usually soon forgotten, but let O. R. C. members be ever remembered by their Brothers. Yours as ever for short letters,

Knoxville, Tenn.

DUPLEX.

Editor Railway Conductor:

On June 125 Division 33 attempted for the first time to amuse the public, and incidentally to gather in some coin from sources other than the

regulation style of having the members stand and deliver to the S. and T. How well the public were amused can best be told in the unanimous expression. "I never had just such a good time." How much coin was captured?—well, there are some things better left unsaid. The assessor will be around pretty soon, you know. At 8 o'clock a. m. we pulled out of Bowling Green with Engineer Stevens (a volunteer) at the throttle, and six coaches loaded with pleasure-seekers directly behind him. At Russellville we picked up about 150 passengers, a brass band and several members of our Division, who are employed on the O. & N. division of the L. & N. Seven miles further we stopped to spend the day. Here we were met by one of nature's noblemen, Mr. Jno. I. Ferguson, who threw open the gates of his beautiful park, with the assurance that we were to be the monarchs of that domain. The crowd soon scattered, some to sit in solitude and commune with nature (none did this but the committee), others to dance, and still others to some shady spot where they could visit with their neighbors in a much pleasanter way than they could at home. Brother B. V. Salisbury was with us, as was Mrs. Laura Wyatt, widow of our late Brother E. G. Wyatt, and the satisfaction of seeing those people enjoy themselves was enough to pay us for all we had done. Nothing occurred to mar the pleasure of the day (we had previously arranged with the weather bureau), and when Brother Carter announced that it was time to board the train for home, we heard a great many remarks that the day had been all too short, and before arriving at Bowling Green the committee were asked if a repetition of the affair was a likelihood. Brother Molan, of the B. G. yard, and Brother Tooley, of the O. & N. road, have placed themselves at the head of the list as hustlers, each one having sold a great many tickets, and otherwise worked to further the cause. To all members are due the thanks of the committee for services rendered. By no means must we fail to mention Mr. G. W. Thompson, the genial G. A. He sold tickets from start to finish, and on the day of departure did all he possibly could to arrange for employees to attend.

Just a line or two on another subject: Did you notice how "Sic Semper" hit us in THE CONDUCTOR for June? Laid us out on the first round. Shake, pard, and come again, you may pinch me, but you will not hear me howl.

Bowling Green, Ky. J. W. STEBBINS.

Editor Railway Conductor:

In the course of coming events, characteristic of summering at the lake side, the old man at home alone, a widower, indeed, and nothing to break the awful stillness of the hour, ye scribe takes the opportunity to pen a few lines that our people may know that the doctor is not off on a summer vacation or fell into a fit of despondency and sought to drown his fit of melancholy in some

silent shade of forest primeval, or in the silent shade on the banks of a swift but silent river, gazing into its murky waters, wondering if life is worth the struggle or not, or will I go on for their sake and be a man. These thoughts surge through the brain of many a man as he looks back upon his past life and is now fully aware of his shortcomings, yes, I say shortcomings, for it is nothing more nor less. Shortcomings in the home, the dear wife and little ones at home half clad, waiting and wishing for day, praying that something might be done that would win the husband and father from those environments that has a tendency downward. Oh, the curse of the gambling hell! Oh, the curse of the cup! Fathers, husbands, wake up to your great responsibility! Those dear ones at home that you have sworn to provide for and protect, just over there in the home are awaiting for you, they know that it is pay day and they know your weakness. Be a man today and don't crush her heart any more, for she is praying for you. Yes, boys, there will come a day when you will look down into her careworn face for the last time, and there in that wrinkled face standing out in bold type, as plain as pencil could write it, I killed her by my shortcomings. Boys there are more shortcomings than shortcomings in the Division room, now the Division is run by men, without men it would cease to exist, now boys we need your help and we can't get along without you. If you value the Order of Railway Conductors as worth anything to you, you had better study up and find out where you are at. A grievance was put into the chairman's hands a short time ago for adjustment, by one of the Brothers, one who would go as far on a dark night to flag a Brother as any one on earth, but when I looked for his register in the Division room I found no register there; in fact this Brother had not been in the Division room for six months, although running into the Division town, now boys, this is not right. We need your help, furthermore the constitution provides that when a Brother's name does not appear on the Division register within three months, without reasonable excuse, your grievance will not be taken under advisement by the adjustment committee, so boys look well to this, for just the time that you need a friend that shortcomings has cut you short. Dues another shortcoming when they should be met. A. M. Wright, our Chief Conductor, as well as our Secretary, Charley Crist, has time and again given warning in regard to these shortcomings, look well to this matters also. Our delegate, the honorable J. B. Wyman, has returned from the St. Paul convention, and reports a good time and lots of hard work, and we hope lots of good work. The committee of adjustment is about to take up their semi-annual conference with the general officers, and hope in our next to be able to tell of great good done for our boys in more ways than one.

Chadron, Neb.

A. F. WARD.



## MUTUAL BENEFIT FRATERNAL INSURANCE.

### (e) *Conditions of Contract—Present and Subsequent Laws.*

In entering into a contract of membership and insurance in a mutual benefit association, it is lawful and usual for the parties to agree upon the terms and qualify the liability with whatever restrictions or conditions they see fit. If these conditions and provisions are not against the policy of the law, and apply alike to all the members of a class, they will be valid.

There may be a number of qualifications of the liability of a mutual insurance association, such as the prompt payment of premium assessments, the observance of certain rules as to residence, employment, habits, etc., and a total exemption from liability if death results from certain causes or occurs under specific circumstances. The contract obligations of benefit societies and their members differ somewhat from that of ordinary life insurance contracts. It is competent, within certain bounds and by mutual consent, for other conditions or terms to be added to the contract of a mutual benefit association. The member, in becoming such, usually agrees to be bound by laws subsequently enacted, as well as those in force at the time of his joining the society, and thus, in one sense, the contract is uncertain until the liability is determined by the death of the member. The certificate, together with the charter and by-laws, are to be looked to for the contract.



### (f) *Condition as to Future Conduct.*

The inquiry should be with every member of a fraternal insurance association, what acts or circumstances will release the insurer or association, which, but for such acts or circumstances, would be liable to the member or his beneficiary. It is competent for a member to warrant

that he will or will not do certain things and the word "guarantee" has been held to be equivalent to warrant. But such a stipulation must be incorporated in the certificate. An oral representation as to a future fact, honestly made, can have no effect; for if it is a mere statement of an expectation, subsequent disappointment will not prove that it was untrue; and if it is a promise that a certain state of facts shall exist or continue during the term of the policy, it ought to be embodied in the written contract. A condition that the member "shall in every particular, comply with all the laws, rules and requirements," is broad enough to require the total abstinence from the use of liquors as a beverage; prohibit travel or residence beyond a certain limit; the engaging in a prohibited business; entering the military service; vicious and immoral conduct; death from violation of law; suicide under certain conditions, etc.



### (g) *Must Know and Observe the Law.*

It is the duty of a member of a fraternal insurance society to know the law governing the same. The law will not excuse ignorance of the law, rules and usages and equity will only relieve when the association has been misleading. Among the important items of knowledge ascertainable by every member is the time of payment of assessments; when such time may be extended, and when excused for non-payment. If these be not rigidly observed the law of forfeiture prevails and the membership ceases until reinstated. If not reinstated the member "looses out" and his previous payments are sacrificed to the society. Prompt payment of dues and assessments and a thorough knowledge of, and a strict compliance with the rules, and requirements of a fraternal or mutual benefit association are essential to good membership.

# OFFICIAL CHANGES.

E. T. Jeffrey has been chosen president of the Rio Grande Western.

F. I. Gowen has been elected president of the Hot Springs Railroad.

M. L. Sykes has resigned as vice-president of the Chicago & Northwestern.

George L. Potter has been appointed general manager of the Baltimore & Ohio.

D. C. Dodge has resigned as second vice-president of the Rio Grande Western.

J. F. Holden has been elected second vice-president of the Choctaw Oklahoma & Gulf.

Eugene E. Osborn has been elected vice-president of the Chicago & Northwestern.

W. B. Jansen has been appointed assistant to the president of the Atchison Topeka & Santa Fe.

Edgar Van Etten has been elected second vice-president of the New York Central & Hudson River.

L. F. Loree, president of the Baltimore & Ohio, has been appointed receiver of the Pittsburg & Western.

W. H. Carlton has been appointed superintendent of the Tennessee Central. Office at Emery Gap, Tenn.

Ralph Peters has been appointed general superintendent of the P. C. C. & St. L. Office at Columbus, Ohio.

J. J. Turner has been elected fourth vice-president of the Pennsylvania Lines. Headquarters at Pittsburg, Pa.

E. H. Utley has been appointed general manager of the Bessemer & Lake Erie. Headquarters at Pittsburg, Pa.

L. G. Haas has been appointed assistant to the general manager of the Baltimore & Ohio, at Baltimore, Md.

Daniel Willard has been appointed assistant to the president of the Erie. Headquarters at New York, N. Y.

F. R. Rockwell has been appointed superintendent of the Rio Grande Junction, vice W. G. Choate, resigned.

E. H. Stagg has been elected vice-president of the Randsburg Railway. Headquarters at Johannesburg, Calif.

J. R. Whitney has been appointed general manager of the Lehigh & New England. Headquarters at Pen Argyl, Pa.

C. P. Brown has been appointed general manager of the Tifton Thomasville & Gulf. Headquarters at Moultrie, Ga.

George L. Peck has been appointed general manager of the Pennsylvania Lines. Headquarters at Pittsburg, Pa.

F. E. Dewey has been appointed general superintendent of the Detroit Southern. Headquarters at Springfield, Ohio.

E. F. Potter has been appointed general manager of the Davenport Rock Island & Northern, vice E. E. Hughes, resigned.

W. C. Brown has been elected vice-president of the Lake Shore & Michigan Southern. Headquarters at Cleveland, O.

H. I. Miller has been appointed general manager of the Terre Haute & Indianapolis. Headquarters at St. Louis, Mo.

H. J. Allen has been appointed assistant general manager of the United Verde & Pacific. Headquarters at Jerome, Ariz.

G. C. Jones has been appointed superintendent of the middle division of the Grand Trunk. Headquarters at Toronto, Ont.

F. W. Egan has been elected superintendent of the western division of the Grand Trunk. Headquarters at Detroit, Mich.

F. E. House has been elected president of the Duluth & Iron Range and Duluth Missabe & Northern. Headquarters at Duluth, Minn.

William Cotter has been appointed general superintendent of the St. Louis Iron Mountain & Southern. Headquarters at St. Louis, Mo.

V. A. Riton has been appointed superintendent of the Pocahontas division of the Norfolk & Western. Headquarters at Bluefield, W. Va.

J. W. Kendrick, second vice-president of the Northern Pacific, has been elected third vice-president of the Atchison Topeka & Santa Fe.

Benj. McKeen has been appointed superintendent of the main line of the Terre

Haute & Indianapolis. Headquarters at Terre Haute, Ind.

J. G. Loston has been appointed trainmaster of the Dubuque division of the Illinois Central

C. R. Fitch has been appointed general manager of the entire Erie system. Headquarters at New York, N. Y.

W. G. Pearce has been appointed general manager of the Northern Pacific. Headquarters at St. Paul, Minn.

Thomas Cooper has been appointed assistant to the president of the Northern Pacific. Headquarters at Seattle, Wash.

J. C. Moorhead has been appointed assistant general manager of the entire Erie system. Headquarters at Cleveland, Ohio.

E. Dailey has been appointed trainmaster of the Amboy district, Freeport division of the Illinois Central, with office at Freeport, Ill.

W. C. Downing has been appointed superintendent of the Peoria division of the Terre Haute & Indianapolis. Office at Terre Haute, Ind.

W. S. Palmer has been appointed division superintendent of the western division of the Southern Pacific. Headquarters at Sacramento, Calif.

G. T. Taylor has been appointed superintendent of the Plymouth division of the New York New Haven & Hartford. Headquarters at Boston, Mass.

Stephen Payne has been appointed assistant superintendent of the Pocahontas division of the Norfolk & Western. Headquarters at Bluefield, W. Va.

H. C. Phillips has been appointed superintendent of the Chicago division of the Atchison Topeka & Santa Fe. Headquarters at Fort Madison, Ia.

Thos. B. Hamilton has been appointed superintendent of the Erie & Ashtabula division of the Pennsylvania company. Headquarters at Newcastle, Pa.

B. F. Yoakum has been elected president of the Ft. Worth & Rio Grande, vice H. C. Wicker. W. B. King has been elected vice-president and superintendent.

R. C. Bowdish has resigned as trainmaster of the Wheeling & Lake Erie to accept the position of assistant superintendent on the Chicago, Rock Island & Pacific.

W. W. Miller has been appointed trainmaster of the Fort Worth, Henrietta and Dennison divisions and Sherman branch of the Missouri, Kansas & Texas. Office at Dennison, Texas.

H. G. Farrar, formerly trainmaster of the Southern Railway at Columbus, Miss., has been transferred to Birmingham, Ala., as trainmaster. Mr. J. F. Egan succeeds Mr. Farrar at Columbus.

J. B. Connors, superintendent of terminals of the Norfolk & Western, has been appointed superintendent of the Scioto Valley division of that road. Headquarters at Portsmouth, Ohio.

J. S. Matson has resigned as superintendent of the Bessemer & Lake Erie. It is said that he is to become assistant to the president of the Duluth & Iron Range and Duluth Missabe & Northern.

G. W. Dowe has been appointed superintendent of the New York Susquehanna & Western and Wilkesbarre & Eastern roads, which are part of the Erie system. Headquarters at Jersey City, N. J.

W. H. Newman, president of the Lake Shore & Michigan Southern, has been chosen president of the New York Central & Hudson River and will have jurisdiction over all territory embraced by both lines.

J. C. Gleason has resigned as assistant superintendent of the Cincinnati Portsmouth & Virginia. Mr. Gleason has accepted the position of superintendent of the southern division of the Detroit Southern, it is said.

J. D. Brennan, formerly trainmaster of the western division of the Lake Shore & Michigan Southern, has been appointed superintendent of the St. Louis division of the Toledo St. Louis & Western. Headquarters at Charleston, Ill.

A. H. Smith, since April 1, assistant general superintendent of the Lake Shore & Michigan Southern, has again been promoted and now holds the position of general superintendent of that company, vice P. S. Blodgett, resigned.

P. S. Blodgett, formerly general superintendent of the Lake Shore & Michigan Southern, has been appointed general superintendent of the New York Central & Hudson River to succeed Edgar Van Etten, chosen second vice-president.



## SYSTEM FEDERATION.

The following plan of system federation has been approved by the Conventions or Grand Divisions of the five organizations named therein, and is now available for the use of the membership of the organizations on any system where they desire to use it:

"SECTION 1. The membership of any of the following named organizations: Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Fireman, Order of Railway Conductors, Brotherhood of Railroad Trainmen and Order of Railroad Telegraphers, may federate as hereinafter provided on any system of railway, for the purpose of adjusting any complaint which may be presented in accordance with the laws of the organization aggrieved, and in accordance with requirements herein contained.

No organization participating in this Federation or members thereof, shall be or become a part of any other Federation, organization or alliance of railway employees.

SEC. 2. Where federation hereunder is desired on any system, the proposition shall be submitted to the membership on the system by the Chairmen of the General Committees or Boards of Adjustment of the organizations desiring to federate, through the members of the General Committees or Boards of Adjustment. When two-thirds of the members of the organization have voted in favor of federating, the Chairman and Secretary of the General Committee or Board of Adjustment may sign a copy of these articles with the Chairmen and Secretaries of the other organizations which have also voted to federate and the copies so signed shall be forwarded to the Chief Executives of the organizations party to the Federation, for their approval, and when so approved shall be effective.

SEC. 3. Complaints from the members of any organization shall be handled by that organization in accord with its laws and through its regular committees. When the General Committee or Board of Adjustment find it impossible to adjust a complaint or case legally placed in their hands, the Secretary of such Committee or Board shall forward

tion a full and complete statement of the complaint, and the action taken, which shall be signed by the members of the Committee. When directed by the Chief Executive (in person, in writing or by telegraph), copies of this statement, with notice of time and place of meeting, shall be forwarded by the officers of the General Committee or Board of Adjustment to the Chairmen and Secretaries of the General Committees or Boards of Adjustment of the organizations party to the Federation.

SEC. 4. On receipt of statement as provided in Section 3, the Chairman and Secretary of any General Committee or Board of Adjustment representing an organization participating in the Federation, shall answer the call in person, meeting the others at a time and place named. When so convened, the several General Chairmen and Secretaries shall constitute the Federated Board for that system, and shall organize by the election of a Chairman and a Secretary, who shall serve until their successors are elected. After such organization, they shall, if they approve the complaint, exert every honorable effort to adjust the same.

SEC. 5. When the Federated Board have, after exhausting all honorable efforts, failed to adjust the complaint referred to them, and when the Chief Executive officer of the organization aggrieved is prepared to approve a strike, he may convene the Chief Executives of all organizations represented in the Federation, and in the event of it becoming necessary to inaugurate a strike, the same shall be authorized only by a two-thirds vote of the Federated Board and the consent of the Chief Executives of the organizations represented.

SEC. 6. Should a strike be inaugurated, the Chief Executive of the organization aggrieved shall be the recognized leader. Two-thirds of the Federated Board together with the Chief Executives shall have power to declare a strike off.

SEC. 7. The expenses incurred in the settlement of any complaint (or in case of a strike) shall be paid by each organization in accordance with the provis-



ions of their respective constitutions and by-laws.

SEC. 8. Any organization that is a part of this Federation, failing to comply with the rules and regulations contained herein, shall not receive any support or recognition from any organization embraced in this Federation on the system upon which the violation occurs; but no organization will be deprived of the benefits of this Federation by reason of the acts of its representatives, or its individual members, until such time as it has approved of the action by failure to discipline the parties at fault, and then only after proper trial and conviction by a two-thirds vote of the Federated Board, subject to an appeal to the Executives of the organizations, parties hereto. An organization on trial shall have no vote in the Federated Board during its own trial.

SEC. 9. If a Federation is formed on any system which does not include all the organizations herein named, the others shall be eligible to membership, and may file application for such membership with the Secretary of the Federated Board. Upon receipt of such application, he will forward the same to the Chairman of each General Committee, or Board of Adjustment, party to the Federation who will in turn submit it to his associates. Upon receipt of the vote of his associates, he shall file with the Secretary of the Federated Board the vote of his organization in accordance therewith, and the organization applying for membership shall be admitted if a majority of the organizations, party to the Federation, vote in favor of such admission.

SEC. 10. An organization on any system may withdraw from Federation for that system hereunder by submitting such proposition to the membership of that organization on the system and if a majority of the members vote in favor of withdrawal, the General Chairman and Secretary of that organization shall notify, in writing, the Chairman and Secretary of the Federated Board for that system, and the Chief Executive of the organization withdrawing. The withdrawal shall be effective fifteen days after date of notice to officers of Federated Board.

SEC. 11. These Articles may be revised, altered or amended by concurrence of all of the Executives of the organizations, parties hereto.

P. M. ARTHUR, B. L. E.  
F. P. SARGENT, B. L. F.  
E. E. CLARK, O. R. C.  
P. H. MORRISSEY, B. R. T.  
M. M. DOLPHIN, O. R. T."

It should be carefully noted that the prerequisite for formation of the plan is proper organization of the General Committees or Boards of Adjustment. Some slight changes have been recently legally

made in this plan, which is the plan generally spoken of as "The Cedar Rapids Plan." If the membership on any system desire to make use of this, it will be necessary to take a vote of the membership as provided in Section 2 of the plan, as any vote that has been taken in the past is not applicable to the present plan or present conditions. Copies of the plan for use of committees in signing agreements for federation can be secured by the committees of any of the organizations upon application to their Chief Executive.

This plan having been made available, it will be necessary to use it, and no other, where federation is desired, and it should also be understood that the membership or committees on any system have no authority to amend or modify the plan in any particular. It is especially desirable in forming federations under it that the official copies above referred to should be used. Federation should not be entered into in the spirit of selfishness. It simply means lending assistance to others when assistance is needed. No organization should enter into federation unless they expect to give that assistance to others, just as they would expect others to give assistance to them under like conditions. No organization should take the necessary steps to get a case before the federated board unless it be one in which they would be willing to go to the full extreme provided in their laws if no federation existed.

When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your name, Division number and address.

The Secretary of Division 7 tells us that that Division will take a recess during the months of July and August. Regular meetings will be resumed on Sept. 8.

We are indebted to Brother H. H. Greenleaf, Secretary of Division 159, for a very complete and neatly compiled typewritten list of members, with their addresses.

Read our splendid offer among the advertisements whereby you can secure one of the "Official Standard" 17 jeweled Ball watches without the outlay of a penny.

Grand Chief Conductor Clark will go away on a vacation trip July 15. Mail can be addressed to him as usual and will receive attention from Assistant Grand Chief Conductor Garretson, who will have charge, and who will be authorized to open all mail, even if marked "personal."

Brother D. B. Kingery, Secretary of Division 151, desires the addresses of Brothers G. L. Cleaver, C. P. Randall, T. J. Tormey, and J. J. Freeman, of that Division.



Division 55 at Kansas City, Mo., will meet on the first Monday of the months of July, August and September. Other meetings for these months have been suspended. Regular meetings will be resumed October 1st.



The son of a former member of Division 209, at Pocatello, Idaho, desires to learn the address of his father, Edwin Francis. Any information will be thankfully received by J. D. Francis, conductor S. P. Ry., San Luis Obispo, Calif.



Puebla Division 411 was organized at Puebla, Mexico, on June 23d by Brother Wilkins, G. S. C. The directory officers are Brother J. C. Schoolfield, Chief Conductor, National Hotel; Brother J. Affantranger, Secretary, Calle Meson de Sosa No. 13. They will meet on the first and third Wednesdays of each month. 8 p. m.



We were the recipient of a pretty two-step and march, entitled "From Coast to Coast," written by Nellie S. Smith, wife of Brother J. T. Smith, of Division 17, and dedicated to the Order of Railway Conductors. We have added it to our repertoire and return thanks to the donor for furnishing us one of the prettiest pieces we have.



The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

DIV. NO.	NAME.	CARD NO.
1	J. M. Bowling	9426
59	James McElroy	3183
69	W. J. Arendale	8437
88	S. Whiting	6193
96	T. J. Kelly	10334
97	R. B. Miller	10900
98	C. E. Falkenberry	3442
241	W. H. Brown	9489
244	A. R. Young	2348
260	N. S. White	7255
262	W. D. Davis	3004
282	T. C. Prewitt	10751
299	C. H. Davis	9590
316	G. B. Ingalls	10007
367	W. H. Davis	8525
380	F. D. Orr	1956



Typographical Union No. 6 says that in an effort to deceive the public and induce advertisers to renew their patronage of its columns, the New York Sun has sent out a proof sheet of what purports to be the result of an investigation

of its trouble with the printers and stereotypers. This investigation is said to have been made by the Central Labor Union. The Central Labor Union, as a congress of delegates from organized branches of industry, has been out of existence more than two years. The Central Federated Union, by which name the body is now known, and which is composed of 120 unions, having a membership of 150,000, fully endorses the fight of the printers and stereotypers, as will be seen from the report of their minutes that No. 6 are sending out in connection with this notice.



Brother J. L. Malloy, of Division 218, desires to know the address of dispatcher S. W. Crum, formerly of the Plant system at Charleston, S. C. Any Brother knowing of this man will kindly communicate with Brother J. L. Malloy, 128 Calhoun Street, Charleston, S. C.



A copy of the new Constitution and By-Laws has been mailed from the Grand Secretary's office to each member of the Order, as shown by the address lists here. If any member has failed to receive it a copy will be mailed to him by the Grand Secretary upon receipt of request, giving correct address. It is hoped that every member will carefully read the laws and thus become familiar with them.



FOUR DOLLARS' WORTH FOR ONE.—"The Des Moines Daily News," a complete daily newspaper with the full Associated Press dispatches by leased wire, including daily market reports and all the news of Iowa and the world, is sent by mail for \$1 a year, 75 cents for six months, 50 cents for three months, 25 cents for one month. "The News" is a family paper, free from abuse and fair to all. Its children's department alone is worth the price of the paper and its literary features are unexcelled. Its circulation exceeds that of any four other Iowa dailies combined. Address, "The News," Des Moines, Iowa.



In a recent lecture to his class in anthropology, Prof. Frederick Starr, of the University of Chicago, classed the shirt waist man as a degenerate, along with tattooed people and men who part their hair in the middle. Darwin, in his "Origin of Species," says that climate and individual association is the cause for each new species. With our limited knowledge it would be difficult to specifically classify which head gave rise to this new creation, but we will venture to assert that this new species of mankind enjoyed life far better during the sweltering days of the first part of this month than did the professor. But—what's in a name, anyhow?

"Why is it that The Chicago Record-Herald not only prints the most complete reports from Washington, but that it so frequently 'beats' all other papers in forecasting action by congress which is invariably confirmed by subsequent developments?" This question is put by a subscriber in Iowa. The reason is that at the head of The Record-Herald's able staff in Washington is Walter Wellman, the arctic explorer, famous writer and remarkable news-gatherer. His intimate acquaintance and high standing with the men who make news at the capital, his grasp of the political situation gained by long experience, is reflected in his daily reports to The Record-Herald. He is always sure. He never guesses at random.



President James O'Connell, of the International Association of Machinists, in an official circular dated Washington, D. C., June 17, recites the fact that their organization is engaged in a battle for the establishment of a nine-hour day without any reduction in pay. He states that many men are involved who do not belong to their union and who are, therefore, dependent for sustenance on those who took the precaution to join their organization before being compelled to do so through necessity. He says the success of the movement depends entirely

upon the action of these men; that if they go back to work before the nine-hour day is inaugurated, the cause is lost, or at least set back for some time. He says the only way to keep these men in line is to take care of them the same as members, and to do this, funds are urgently needed. He appeals to trades unionists in other classes to contribute, as they feel they can, for this purpose. He urges prompt and liberal response to this appeal, and asks that all contributions be sent to Geo. Preston, Secretary and Treasurer, 82-85 Corcoran Building, Washington, D. C.



Professor Von Schrenk, of the Shaw School of Botany, and an attache of the United States Department of Agriculture, who is an expert authority on forests and forest-tree diseases, has been experimenting with wood preservatives at the Somerville, Texas, tie preserving plant of the Santa Fe, and has achieved some notable results from a theoretical standpoint, which actual time tests promise to confirm.

The problem of timber preservation is a serious one with railways, and much attention is being given to it by a number of the leading lines besides the Santa Fe.



If the address on the wrapper of your CONDUCTOR is not correct, detach this coupon after filling out properly, and send the same to us:

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

### CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

### OLD ADDRESS

Postoffice..... State.....

 Be Sure and Give Old Address and Division Number.



# OBITUARY

BOWMAN—Brother C. T. Bowman, Division 253, Ashland, Wis.

BROWN—Brother A. K. Brown, Division 331, Columbia, Pa.

CARAWAY—Brother F. X. Caraway, Division 297, Somerset, Ky.

CULLIGAN—Three children of Brother J. E. Culligan, Division 73, Ashtabula, O.

DAVENPORT—Brother C. E. Davenport, Division 370, Providence, R. I.

DETWILER—Brother F. E. Detwiler, Division 85, Winslow, Arizona.

DILLON—Brother J. E. Dillon, Division 115, San Francisco, Calif.

DONNELLY—Daughter of Brother T. J. Donnelly, Division 9, Elmira, N. Y.

GAFFEY—Brother M. Gaffey, Division 164, Eagle Grove, Iowa.

GAINES—Father of Brother C. H. Gaines, Division 320, Dayton, Ohio.

GORMAN—Brother J. Gorman, Division 93, Ft. Dodge, Iowa.

GRIFFIN—Brother Mat Griffin, Division 164, Eagle Grove, Iowa.

HOUGH—Brother J. Hough, Division 291, Hoboken, N. J.

LANDERS—Brother W. C. Landers, Division 43, E. Syracuse, N. Y.

LYNCH—Father of Brother Thos. Lynch, Division 9, Elmira, N. Y.

MASSEY—Wife of Brother D. E. Massey, Division 159, Mexico, Mex.

MCELHANEY—Brother J. L. McElhaney, Division 1, Chicago, Ill.

MORRIS—Brother J. S. Morris, Division 131, Little Rock, Ark.

OUSEY—Brother Jas. Ousey, Division 54, New York, N. Y.

PHILLIPS—Brother G. C. Phillips, Division 298, Herrington, Kans.

POLHAMUS—Brother Theodore Polhamus, Division 374, Elmira, N. Y.

REID—Brother T. J. Reid, Division 316, Upton Works, Mich.

SHREVE—Son of Brother J. W. Shreve, Division 406, Monmouth, Ill.

SIMPSON—Brother T. L. Simpson, Division 212, Slater, Mo.

THOMAS—Brother W. B. Thomas, Division 24, St. Albans, Vt.

WALTERS—Brother W. W. Walters, Division 143, Harrisburg, Pa.

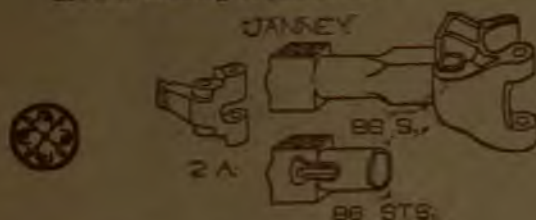
WAINWRIGHT—Brother S. L. Wainwright, Division 251, Pine Bluff, Ark.

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# THE JANNEY COUPLER

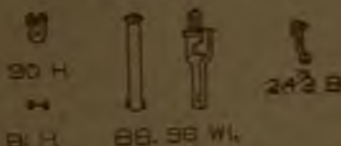
The ORIGINAL and LEADING M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.



LIST OF DETAILS:

No.	Name	Quantity
2A	Shackle Pin	1
88S	Shackle Pin	1
88STS	Shackle Pin	1
90H	Shackle Pin	1
94	Shackle Pin	1
91H	Shackle Pin	1
88.98W	Shackle Pin	1
242B	Shackle Pin	1

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# The Railway Conductor

AUGUST



1901

PUBLISHED BY THE

ORDER OF RAILWAY CONDUCTORS

CEDAR RAPIDS, IOWA.

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VOL. XVIII.

CEDAR RAPIDS, IOWA, AUGUST, 1901.

No. 8.

## PICKLES.

BY W. D. ANDERSON.

"Hello, Pickles! hain't seen you fer a week."

"Hello, Harry."

Such was the greeting between two youths at Melville's store, a country repository for everything under the sun from a needle to a mower.

"I've just come down on an errand. We're pretty busy up our way harvesting and haying and I don't see very much of town or you either, Harry."

"I should say not; but have you heard the news?"

"Don't hear nothing up our way."

"Well, last night a gang of robbers stopped the fast train at Montrose and shot the engineer and blowed open the door of the express car and stole a million dollars."

"Whew!"

"Yes, they all had Winchester rifles and kept up a shootin' that we folks down here thought was a fourth of July over agin."

"Have they ketched 'em yet, Harry?"

"Ketched 'em," said Harry, with a look of disgust on his face; "why, they's a hundred of 'em and they've got a whole wagon load of guns."

Thus the two companions conversed about a robbery that had taken place at a small station on the T. C. & R. the night before, and at which time the robbers secured an amount variously estimated between ten and twelve thousand dollars; but exaggerated reports had been circulated among the credulous inhabitants until the story related by Harry Owens

to his friend Pickles was the final verdict.

"They say," continued Harry, "that the railroad offers a reward of five hundred dollars and the express company the same. Gee! wouldn't I like to rake in the thousand dollars?"

"So would I, and our chance is as good as any one's."

"Ha, ha, ha. Why, Pickles! Us ketch them fellows?"

"I don't mean that we'd make them surrender to us, but I mean that maybe they're hanging around in some of these woods yet, and if we found them we could tell the sheriff about them and he could gather up a lot of fellows with guns and make them surrender."

"Well, you wouldn't get the 'money then; it would be the men who made 'em surrender!"

At this moment a stranger, who had approached unobserved, laid his hand upon Pickle's shoulder. As Pickles looked up he observed a keen pair of black eyes upon him and a smile partly hidden by a heavy, raven black moustache. Two rows of pearly white teeth next caught his eye; then, as he took in the other proportions he noticed that the stranger was clad in a neat-fitting suit of blue material and had the appearance of a city bred gentleman. Then he spoke:

"Pickles, you are right; should you lead the officers of the law to the place where these robbers are, and thus lead to the recovery of the stolen money, you will receive the reward."

Pickles had grown an inch, in Harry's estimation, with this assertion from the distinguished stranger. Neither had ever seen him before, yet both seemed to regard his interference as an honor conferred and his decision unquestionable. When Pickles had departed, Harry lingered near the stranger.

"Is that your comrade?" he asked Harry.

"Yes, sir."

"Pickles—that is a queer name. Nick-name, I suppose?"

"No, sir; that's the name Mr. Henry gave him when they found him."

"Where did they find him?" said the stranger, growing interested in his new companion.

"They say that he found him in a wreck that happened near his house about twelve years ago, when Pickles was a baby. It was a cloud burst, you see, what washed away the railroad bridge, and as there hadn't been any rain that night up the road the engineer didn't think about the bridge being gone, so he run right into the bridge—that is, he run off the end where it washed away. Mr. Henry heard the smash-up and went down with his lantern and helped the people to get out. Then he found Pickles crying way back in one corner and got him out, too, but nobody knowed whose baby he was, and Mr. Henry took him home. The name on something that he wore looked like Pickles to them and they said they would give him that name; 'cause it looked more like Pickles than anything else."

The stranger had been deftly making a note of what Harry was telling while the latter rattled on unconscious of being taken down by an amanuensis.

"Where does Mr. Henry live?"

"About two miles down the track at the foot of the big hill. His house is that one you will see on the other side of the big ravine—that's the bridge you will go across that washed away."

"Thank you," said the stranger, dropping a nickel in Harry's palm, then turning away toward the home of the Henry's.

Harry looked after him for some moments, then said:

"That fellow has money to burn; I wonder if he hain't got it some way pretty

easy without workin'—for instance the rob—. Gee! I'll bet he's one of them. I'm going to watch and see where he goes."

\* \* \* \* \*

Pickles' thoughts were engrossed upon the stranger as he wandered homeward, and so lost in meditation was he that he did not realize where he was at until he heard Mrs. Henry's voice calling:

"Pickles, do hurry; we've been waiting for the sugar for supper, and you have been gone an awful long time. How's things in town? See any of Nason's folks?"

"No, I went right to the store and right straight back."

"Why, Pickles, you have been gone two hours!"

"Yes, but I stopped to visit with Harry Owens a little bit."

"How are Owens' folks, did Harry say?"

"No, I forgot to ask him."

"Forgot to ask him that? Why, Pickles, what was on your mind, anyhow?"

"Big robbery at Montrose. One thousand dollars reward for the robbers. One million dollars stole and the robbers has got away," said Pickles, excitedly.

"Well, sakes alive! What is this country comin' to, anyhow? Here we've been tryin' to hire harvest hands for the last week and nary a one can we get. Now they go robbin' trains. I'll just put that fancy teapot of mine away so they don't get that, for next thing we know they'll be carrying that away," said Mrs. Henry, busying herself with her household duties. "Men what do such terrible things wouldn't hesitate a minnit to murder people, either. 'Tween them and these lazy tramps what steal everything they eat one can't keep a thing in the spring-house any more."

"Have they taken anything out of our spring-house lately?"

"I should say they had!" said Mrs. Henry, turning about suddenly. "That ten-quart pail is missing, and with it every drop of cream from sixteen crocks. Besides that they took five pounds of butter that I had ready for market and three loaves of bread—why they just skinned us clean out!"

"When was that, mother?"

"I don't know. I didn't find it out till I went to the spring-house after you folks had gone to the field. I had to run over to Perkins' for enough bread and butter for dinner. Perkins says he'll set the dog on the first stranger that he sees snoopin' around his house, and we can't blame him much, either."

Pickles said nothing more, but his mind was busy with the new discovery made known to him! He ate his supper in silence and was about to go about his chores when his foster father informed him that one of the cows had not come in from the pasture.

"Sorry, Pickles, but Betty has not come up tonight again, and you'll have to hunt her up. Better go up through the ravine first and then take a course up the lateral to the left along the Palisades. I'm afraid that she's fell down, and if she has it's all day with her. I'll buy a bell and put on her the first time I get to town and then we can hear her. Hurry along now lad, 'cause it's coming sun-down fast."

"I'll find her all right, dad, if she's on top of the ground. I may be gone some time, but don't worry for me, for I will not go on the cliffs tonight."

Pickles went whistling along until he came to the ravine leading up among the hills, then his mind again led back to the stranger he had met. He thought of the robbery again and its tempting reward for the capture of the criminals. He thought of the story his mother had told him about the mysterious disappearance of her bread, cream, butter and milk pail. He had scarcely seated himself upon a log when he jumped as if he had been stung.

"Gee whiz! I'll bet the same fellows that robbed the train have robbed our spring house. 'Course they'd have to have something to eat and they've took more'n any tramp would have taken, so it goes to show that they are the ones. The whole country is saying that they are hundreds of miles away. Maybe they are, but I don't believe it. I don't believe that I'm more than five miles from them this minute."

Thus Pickles' thoughts ran as he walked along, his eyes peering into every little nook that could possibly conceal a cow.

He proceeded thus until he came to the lateral.

"Here's the divide," he said to himself. "Dad said I should turn to my left here and go up along the Palisades. I am glad it ain't quite dark, for they say that ghosts walk along the foot of the Palisades after night. But poo! who's afraid of ghosts, anyhow—not I."

Hardly had Pickles made this assertion when he spied a dark object resembling the form of a man quickly move to a place of concealment. Pickles realized that he had been seen and that any display of timidity at this time would only invite harm if such was intended; so he boldly moved on, and at the same time kept his eyes fastened upon the spot where he had seen the shadow disappear. As he came abreast of the place a rough garbed man stepped out.

"What are ye doin' around these parts, sonny?"

"Looking for our cow. She turned up missing tonight and dad was afraid she'd fell off the cliffs. You see we lost one that way about three years ago. I suppose you are one of the fellows what comes out here to hunt every summer," said Pickles, turning the conversation as he beheld the gun the other carried slung over his arm.

"Yes, we're lookin' fer a good place to camp, where game is plenty and where people ain't scarin' it away every hour in the day."

"Where's your partners," said Pickles.

"Partners! Sonny, who said anything about partners, say?"

"You said 'we,' and I know from that you have other boys along. You don't need to care, 'cause none of the farmers about these parts care if hunters camp on their land. Besides that they are glad to sell them meat and bread and such like," said Pickles, hoping to gain a clew to the disappearance of his mother's milk pail and the contents of her rich cream crocks.

He was successful, for his innocent assertion of the friendly attitude of the farmers and their willingness to sell food to hunters drew his strange companion out.

"Do you live on the hill where the rail-

road bridge crosses the ravine?" he asked Pickles.

"Yes, sir, that's where I live."

"Well, we visited your house early this mornin', before you were up, and helped ourselves to what we wanted, see? Well, we didn't want to wake you, so we jest come away and brought a pail along to carry our stuff in. We was going back and settle up tomorrow morning, but since you are here we will jest pay it to you and at the same time we will make a bargain that you bring us out something to eat every day. So here's five dollars for what we got this morning, and here's another five for something tomorrow morning."

Pickles noted the denomination and at the same time perceived that the bills were fresh and crisp. He accepted them and said:

"Pears to me, mister, that this is too much money for them things you took away, but if it is mother will send back what's coming to you."

"Never mind, sonny; we're wealthy gentlemen out on a hunt and kin afford to pay well for all we git. What we are tryin' to do is to keep them newspaper men from findin' out where we are and writing a lot of stuff about us in the papers. You don't know how clever they are. Why sonny, they come moochin' around your house askin' questions if any hunters or strangers have been seen in these parts and then come and sponge off of us and go away and write a hull newspaper full of durned lies about us. Now sonny, when we go away we'll give you five dollars if you don't let a word git out that you have got us fer your guests. What do you say?"

"That's an easy way to make five dollars. I can do that," said Pickles, smiling. "Well, I must hurry on now, for it's getting dark and it'll be hard to find Betty if she's lying down chewing her cud for the night."

Pickles hurried on, every once in a while plunging his hand down deep in his pocket to assure himself that the money was still there. He had reached the descent on the other side of the Palisades and was about to turn back when he detected an object moving along in the little glade near the creek. It proved

to be Betty. He soon had her head turned toward home, and as he passed the spot where he had seen his strange customer he looked among the irregular openings in the rocks and trees for some sight of him, but his efforts were unrewarded. As he moved along he mused to himself:

"Now I don't believe he's a hunter at all. First place he carried a Winchester rifle big enough to kill an elephant. Everybody else that comes out here to hunt carries a shot gun, or else a little calibre rifle. I guess I've got a pretty good clew to the fellows that robbed the express. I'll not tell dad nor mother anything about my suspicions, but tell them just what Mr. Hunter told me. I'll bet he didn't care anything about reporters—it was the sheriff he is afraid of. If I only knew just where they slept I could tell the sheriff where to find them. But—how in the world could I tell the sheriff if I did find where they were? I've got it! Just the thing! Hurrah!"

Pickles had just reached the barnyard and was met by his father, who heard his exulting whoop.

"I'm glad with you, Pickles; where was she?"

"Clear down to the further end of the lateral in the glade near the creek."

"Well, Miss Betty, after this you'll wear a bell," said Mr. Henry, as he closed the gate and prepared to finish his milking.

Pickles proceeded to the house, where he related his meeting with the man who had given him the money for the missing articles. He was careful to say nothing that would express his suspicions nor the determination reached just as he was entering the barnyard. Mrs. Henry in her kind motherly way said:

"I do hope the good Lord will forgive what I said about those gentlemen. Why, sakes alive! Pickles everything they took away, includin' the pail, wouldn't come to more than two dollars or so at most, and the money they gave you will furnish all the stuff they want for all week. But how many of 'em are they?"

"I don't know," said Pickles absently, thinking of the hundred men that Harry had told him about. "There might be a hundred for all I know."



"Oh, well, you should have asked how many they had in the party."

Pickles felt ashamed that he allowed this important point to escape. He determined, however, that he would know this before the rising of another sun, ghosts or no ghosts. After assisting his mother in putting away the milk he said:

"Mother, I guess I'll sleep on the barn floor tonight."

"Well, it is awful hot, Pickles, and I believe it would be cooler."

"I'll go up and get a quilt and throw it down on a lot of hay so it will be a better bed than my own bed in the house."

Suiting the action with the word Pickles ran up stairs and secured a quilt; then going to a shelf he secured something else in the darkness and wrapped it inside. Bidding his foster parents good-night, he went to the barn. Once there Pickles began to muse.

"I'll just wait 'till mother blows the lamp out and then I'll start. Oh, won't I surprise Dickey. 'Course the company wouldn't allow me to do it for fun, but this is business."

Then he placed his finger upon a part of the mechanism of the instrument he had brought with him from the house wrapped in his quilt and immediately it gave forth a metallic sound.

"... That's XD all right. Now here's — — — —. That's JG. Oh, won't Dickey be surprised at my message tonight. 'Course he's learned it all now and holds a night office at Montrose, but I could receive as well as he last summer. And send—why, just listen to me! ...  
... — — — —. Oh, dear, how I wish dad had allowed me to go on. Ah, there goes the light out. Here I go, too."

Pickles dashed down the decline leading from the barn, then out into the lane leading toward the roadway and also the railroad. Once upon the track he sped down swiftly toward the bridge at the foot of the hill. Crossing the bridge he came to a little shanty that had been deserted since the bridge was in course of erection. It had been used as a telegraph station during the building of the bridge to warn trains of its condition and to order such supplies at times when they could be handled without delay to traffic.

A padlock was upon the door, but Pickles did not stop to force on entrance here. He knew the location of the obstacle that held the little window fast, and soon his arm was inside and the window pushed back far enough to admit his body.

"I never thought to bring matches with me," he said. "I will have to feel for the ends of those wires—thought I knew just where to lay my hands on them. Oh, here they are! Now my good relay, just wait till I have these ends fast and then I'll adjust. There, that's the stuff! Oh, what's that?"

"2."

"Gee whiz, that was MH. What is he saying?"

"ty six (26) engine 223 will meet number fifty-seven (57), engine 432, at Tremont 12. C. D. R. hf."

"Gee whiz! I busted in on a train order. I'll just wait awhile I guess. There, now, KS is repeating it back; o. k. and complete given. I'll just wait till they os 'em out then I'll try my hand."

Pickles soon had the satisfaction of hearing these trains reported out and then opening his key, called:

"XD, XD, XD; JG."

"I, I; XD. Who's that?"

"Pickles," he sent back. "Is that I?"

"Yes; but they won't do a thing to you, Pickles, if they catch you down there in that shanty. Better make that connection again and get out before MH gets on to you."

"Dickey, listen to what I am going to say. When I have done, you can talk about putting in this office."

"All right, g. a."

"Think I've got on to place where robbers are hiding that robbed express train other night. I've put in this office so I can tell you and so that you can notify sheriff to have posse come down on hand-car. Am going up ravine now about three miles and will try to locate them. I saw one this afternoon, I think. Better tell sheriff to have men ready in case I find them."

"Oh, Pickles, you are joshing," came the reply.

"No, no, Dickey; honor bright."

"The Palisades are haunted, Pickles."

Pickles felt a chill creep down his spine at this and thought of his cozy bed wait-

ing for him in the barn. But feeling his courage return with the thought of the reward he said:

"I don't care for ghosts when there's a thousand dollars in it."

"Well, Pickles, I'll call the sheriff and tell him, but I won't promise how much stock he'll take in what you say."

"Please do so, Dickey. I'm going now."  
"g. b."

Pickles replied by using the same letters to signify good-bye and closed the key. Creeping out of the little window he started across the bridge and retraced his footsteps of the early evening. He soon found himself where he had sat down to rest and where the thought first suggested itself that the robbers of the express and those who robbed his mother's spring-house were the same. Carefully he picked his way after this point was passed. It was near midnight when he reached a point near that where he had met the stranger who paid him so liberally for food. Carefully he wormed his way like a serpent here and there, listening intently at times for some noise to betray their presence. He was about to retrace his steps and take another direction when the faint flicker of a light caught his eye, then it went into darkness again.

"That looked as if some one lit a match," whispered Pickles, under his breath. "I'll just investigate."

Crawling around in a circuitous route Pickles came upon a depression in the rocks carefully concealed by a natural growth of shrubbery, and situated so as to command a view of approach from every direction. He looked across the shallow basin and peered into the darkness where he had seen the flicker of light that had guided him to this spot. While watching he caught the features of a face lit up by the light of the fire from the bowl of a pipe that the man was smoking.

"He's keeping watch," whispered Pickles to himself. "Another sign that they are not honest men, for there's no use of keeping watch here in this country."

Then Pickles looked long and intently into the basin. He began to distinguish the forms of several men as they lay apparently asleep upon the ground.

"One, two, three, four; and one watcher makes five. Gee! that can't be all of them. Harry said that there was a hundred. Oh, well, if there is any more they hain't here. I've got 'em spotted and can get 'em surrounded pretty quick, if Dickey told the sheriff."

Just then one of the sleepers aroused himself and proceeded to fill his pipe. Pickles had opportunity to justify his count, and as he was about to retire he saw the smoker arise and approach the man on watch.

"Did you think you was a-goin' to ketch me asleep?" said a voice that Pickles recognized as the man who had had given him the money.

"It stands us in hand to keep awake after the reward that is out on our heads. We've got the money to live in luxury the rest of our days and we can't afford to lose any chances to enjoy it. There's a cool two thousand apiece hid under that rock over there and if we should get the d—d detectives down on us it will be a fight to the end, and the man who lives to enjoy it will have my share if I die."

Pickles cared to hear no more. Carefully backing up he wormed his way, little by little, from the spot. He remembered the place as one he had visited during his rambles in the woods and felt assured that he could lead the officers to the spot. His progress back was much more rapid than his progress going, and as he neared his destination—the shanty across the bridge—he broke into a run, so anxious was he to report his discovery. At last reaching the shanty he hurriedly opened the window and slid into the office, pausing a moment to gain breath and quiet his hands, he called:

"XD; JG."

"I, I," came the answer like a flash, indicating that Dickey was at his post waiting for a report.

"Copy: H-a-v-e r-o-b-b-e-r-s h-e-r-e. S-e-n-d h-e-l-p. Pickles."

Pickles felt his head grow dizzy and a sickening sensation come over him. He threw himself upon the little shelf that served as a table and then his senses floated away. Excitement and over exertion had been too much for him to bear.

Away up on the hillside ten sturdy, determined men had boarded a handcar and

were moving down the hill. The superintendent had been notified and was also waiting for Pickles to report. He had caused every train due over that part of the track to be held until the handcar had been safely reported at the bridge. Pickles did not hear the repeated calls that the superintendent and dispatcher were sending, and their negligence in not sending a man to the bridge was felt by every one in the office when it was learned that the handcar had gone.

As the handcar floated down the hill not a word was spoken. All appeared to understand that there was a hazardous duty and each one was engaged with his own thoughts. At last they arrived at the bridge. Seeing no one the sheriff walked around to the side of the little window and peered within.

"Here, boy, what does your message mean?" he said, recognizing Pickles lying upon the table. "I guess something is wrong with the boy. Break the door down!"

"I can open that door, I guess," said a well-knit man, whom we recognize as the stranger who had approached Pickles when he was talking over the situation of the robbery the day before.

With apparently little effort the lock yielded to his efforts. Carrying Pickles outside he soon discovered his identity and at once surmised that he had fainted. Restoratives at hand were applied and they were rewarded by seeing Pickles open his eyes.

"Hello, Pickles! Do you know me? I am the gentleman you met at the store yesterday. I did not think then that you would be the lucky man to win this reward. Let us congratulate you. Do you feel able to take us to the place?"

"Who are you?" said Pickles, sitting up.

"I am a United States marshal—John Matlock, is my name."

"Well, I'm awful glad, sir, for I've got 'em located and I'm all right for another trip. I guess I was pretty tired, for I ran nearly all the way back. Guess I'd better tell Dickey you are here," he said opening the key and calling XD. The call was answered by the dispatcher who had been waiting for Pickles to ask that he report the arrival of the hand car.

"Good luck to you, Pickles," came the answer, followed by the usual g. b.

The party took up line of march under Pickles' direction, and after an hour's walk they found themselves in the vicinity of the basin.

"Now, Pickles, I have a plan in mind to surprise these men. I want you to perform the dangerous duty of placing the men around this basin you speak of so that we will give no alarm until I am ready. Will you do this?"

"Yes, sir," answered Pickles, without the least hesitation or fear.

John Matlock felt an unspeakable pride in the little hero who was so willing to assume so great a risk, and said:

"Pickles, I admire your nerve, and the men here admire it, too. Now, sheriff, I shall capture the man on watch," said Matlock, turning to that officer. You will all be in position to rush in at the same time. Don't let one of them escape. Remember the signal."

By a short, circuitous route Pickles led each one to a position approximately the same distance from the basin. When all had been placed he was about to lead Matlock to the spot where the watch was supposed to have dropped off to sleep. They were within fifty feet of this spot and crawling along with the utmost care when they were startled by a flash and the report of a rifle, followed by a yell that awakened every sleeper and brought him to his feet. Matlock saw that his plans for a complete surprise were now past, and immediately gave the signal agreed upon. There was a sound of dull thuds and the fall of bodies, mingled with shots and oaths for several minutes. The sound of scuffling and belabored breathing came to Pickles' ears that convinced him that Matlock was having no easy time.

"Gee whiz! I can't lie here and listen to all this without seeing what I can do for him. Here goes."

As Pickles bounded down into the basin there rolled down from another point two men struggling for mastery over the other. Pickles recognized them at once. Seizing a weapon that lay at his feet he hesitated an instant to determine whether Matlock was the one underneath or on top. Matlock was underneath and

being fast choked to death by the giant, whose fingers had the power of a vise. Pickles brought the rifle stock down with a force sufficient to fell a bullock and the next instant the burly antagonist rolled over. Matlock arose slowly to his knees, then produced a pair of handcuffs and secured his prisoner. At this instant a cheer went up from the sheriff.

"Strike a light, boys; let's see what we have here."

As the first rays of light fell upon the scene a shudder went through every one present. The sod was torn up here and there, showing the terrible conflict that had taken place and the wet stains that glistened under the rays of light showed that the grass was bathed in blood. Five silent bodies lay here and there; three proved to be of the sheriff's party and two of the robbers'. There was none but bore wounds more or less serious, even to Matlock, whose throat was terribly lacerated, and who had not as yet been able to articulate a word.

As day broke upon the scene such attention was given the injuries of the robbers as could be given. The man who had acted as watch was apparently the leading spirit and was the one whom Pickles had heard admonishing the watch of the earlier part of the night to refrain from sleep. When he saw Pickles he raved.

"You little skunk! I had a bead on you once, and I see now where I made a fool of myself. If I ever get out of this scrape I'll fix you so that you don't lead any more detectives."

"I thought I'd come along and ask you what you would like to have for breakfast."

"Go to —!" he said, with an oath.

Search among the rocks revealed the place where the money had been concealed and all was recovered except an insignificant amount. When the party were ready to return Pickles suggested:

"Say, Mr. Matlock, shan't I run down and have dad hitch up and drive around the Glenns road and take you folks to town?"

Matlock had just began to articulate with great difficulty. The pain that his throat gave him was intense and for a

while he was fearful of having lost his voice.

"Yes—please—do—that—will—you," he whispered.

"It isn't far to the road—about quarter of a mile down the Glenns. Good-bye, I'm going now."

When Pickles arrived at his home his parents were just about to sit down to breakfast. Mr. Henry had been out to the barn and discovered the unoccupied bed on the barn floor, but did not think much of Pickles' absence until the hour for breakfast arrived, and then both felt that something must have happened Pickles. Mr. Henry had agreed that he would institute a search immediately after breakfast, and as they sat down to their meal each looked at the other, and for the first time they realized how dear he was to them and tears filled their eyes.

"You don't suppose he has run away do you, John?"

"No, Pickles wouldn't do that."

At that moment they looked up and saw him coming down the path through the orchard. Neither had time to speak until Pickles bolted into the house.

"Dad, we've caught the express robbers! Hitch up the light wagon quick. Mother, send some bandages along. 'cause the men what ain't dead are bleeding pretty fast. The sheriff has a bullet hole through his arm and another man is cut awfully bad with a knife. Put in a couple of quilts, too. Might send some —"

"Pickles, are you crazy? What do you mean, anyhow?" said Mrs. Henry. "How did you find this out? Where have you been?"

Both had arisen from the table upon Pickles' hurried entrance, for they saw that his pale face and gaunt appearance indicated that something had happened.

Pickles then related his night's experience hurriedly, and at the same time urged his parents to hurry, as the men needed help. After his explanation no word of Pickles' was necessary to stir the good people in their effort to lend assistance. Mrs. Henry placed several things in the wagon not mentioned by Pickles, among which was some of her good coffee, steaming hot.

"That will keep hot till it gets there,"

she said. "I have an idee that some good strong coffee will go pretty good to them."

Mr. Henry lost but little time in reaching the Glenns, and when he reached the sheriff's posse he saw that Pickles had not given the worst description of the scene by any means. The sheriff himself had relapsed into unconsciousness, and several others were on the verge of it when Pickles asked them if they would like to have some coffee. The coffee was partaken of with a relish, after which such attention was given to the wounded as was possible. Then followed the loading of the dead and wounded.

"Good-bye, Mr. Matlock. I'm going to wire Dickey to have doctors at the depot when you get to Montrose—that's the closest town, you know, and they have the best doctors there."

John Matlock simply nodded his head and grasped Pickles by the hand.

Nothing of importance occurred during Pickles' return trip. His feet flew along, and in a comparatively short time he had traversed the distance between the Glenns and the little office beyond the bridge.

He noted that the door was ajar, and as he entered he heard the little relay ticking merrily away. When it had completed the message that was being sent Pickles opened the key and called:

"XD, XD, XD; JG."

"I, I; XD," came the answer.

"Dickey there?"

"Yes—here's Dickey."

"Robbers captured. Three of sheriff's posse killed. Two of robbers. All hurt; some seriously. Get doctors ready to meet wagon coming by Glenns road."

"O. k.," came the response. Then after a silence of several minutes Pickles heard his call. Answering up he heard:

"Were you in the fight, Pickles—are you hurt, too?"

"I saw it all and got in one good whack on a fellow's head."

"Bully for you old fellow. They say here that you'll get the \$1000, and besides that you have made yourself famous."

"I never thought of the \$1000 all night, except once, and that was when you was chaffing me about ghosts. Must br'kf'st now; g. b."

It was just after supper that an engine

and coach were seen coming down the hill, and as they approached a point opposite the home of Mr. Henry they came to a stop. Several gentlemen alighted and came through the gate and up the path leading to Mr. Henry's home.

"Excuse me, sir," one said, addressing Mr. Henry. "Is this the home of a young hero known as Pickles?"

"It is."

"You are his father, I presume?"

"I am all the father he has so far as I know. I took him out of the wreck down yonder at the ravine about thirteen years ago, and as no one came to claim him I adopted him as my son."

"Well, sir, you have a brave lad, and we have come to present him two checks of five hundred dollars each for his meritorious work of last night. What name shall we engross upon the check?"

At that moment Pickles came to the door. Mr. Henry introduced him to the gentlemen as Pickles. Each of them grasped him by the hand and praised his bravery.

"My name is George F. Hawley; I represent the express company and we have come to present you a check of five hundred dollars for your skill in ferreting out the robbers who held us up night before last. To whom shall we make the check payable?"

"To John Henry," said Pickles.

"My name is Samuel T. Rockford. I am general manager of this line. I also have a check for a similar amount. What name shall I insert as payee?"

"The same as on the other. I owe dad more than that, and it wouldn't half pay mother for all her kindness to me. Thank you, sir."

"Pickles, here is a bit of cardboard, upon which I have engrossed the name 'Pickles.' It will carry you over our lines during the remainder of the year. You will send it to our office each succeeding year of your life and we will take pleasure in renewing it. I want you to come to see me sometimes, and if you ever have any wish to enter railway service come to me."

As Pickles shook hands with the gentlemen he longed to tell them that he would like to become an accomplished operator and have an office that he could call his.

own. As he waved them farewell he determined to call upon the general manager at the first opportunity and solicit his aid in securing a position like Dickey's.

The harvest season was drawing to a close when one evening there alighted from a carriage a gentleman whom Pickles recognized at once as John Matlock. He had often wondered what became of the wiry marshal who he had saved from the giant's grip, and often found his thoughts dwelling upon him in a spirit of admiration. The searching black eyes had a magnetism about them that left an impression upon Pickles' mind. Now that he was again to meet him he felt that his visit was one intended in his honor and he bounded down the path and said:

"I am awful glad to see you, Mr. Matlock. Shall I put your horse away? You'll stay with me awhile, won't you?"

"Don't take the harness off, Pickles; just give him a little water. Still, if you wish, you can take off the bridle and put a halter on him and leave him eat a little. I must go back again tonight as I have orders to go to St. Louis at once."

"All right, sir; this is my father, John Henry, Mr. Matlock; and this is my mother."

Pickles left them shaking hands and talking over the events that had led to the acquaintance of Pickles. When he returned, Mr. Matlock said:

"Pickles, I wish you will show me the articles you have that were upon your person when you were found in the wreck. I have been looking over an old note book of mine and find inscribed therein a memoranda that I believe will interest you. I have another memoranda that appears to dovetail into the first in such a way that leads me to believe that the two lead to the same person—yourself."

Mrs. Henry went up stairs and produced a little box securely tied with a faded ribbon.

"This box has all the things that he wore on that night. Here are his shoes; here are his stockings and his little dresses and skirts. Here is a little ring with a bangle and on it the letters F. R. Here's how we came to name him Pick-

les," said Mrs. Henry, lifting a neatly embroidered piece of linen and pointing to the dim outlines of a word that had a faint resemblance to that word.

Matlock seized the garment and fastened his eyes upon the name.

"I will have to use a glass," he said, simply.

Bringing a powerful glass to bear upon the fabric, he again examined it.

"The name is R-u-c-k-l-e-s," said Matlock, spelling each letter. "I made a note of the circumstances surrounding the wreck at the time, as I always do. I find a notation among others that John Henry rescued a male infant and was advertising for relatives. I dropped all thought of the matter after that and filed this note book away. I was serving as claim agent for this company at the time of the disaster at this bridge. In looking over the notes made at that time I find a list of passengers' names with their addresses, so far as I was able to obtain them at that time and which I have since completed from the records of the office.

"For the past week I have been following every clue possible with the determination of learning what passengers were the parents of the boy known as Pickles. I had also a list of the names of the dead and injured. Among the injured I found a man who had a recollection of seeing a baby in the arms of a lady who occupied the same sleeper as himself, and who, he assured me, were Mr. and Mrs. R. D. Ruckles from Portland. I asked Mr. Rockford if he had any knowledge of a baby in the family of Mr. Ruckles, but he said he had none. I then wired the agency at Portland to ascertain from the record of births if there had been registered a birth in the family of R. D. Ruckles any time during the years of 1886 or '87. Here is his reply," said Mr. Matlock, producing the message.

"Mr. and Mrs. Robert Dane Ruckles, on March 20, 1887, male infant. Chas. T. Hosmer, attending physician. Signed: Fisher."

"This completes the evidence to my mind," said Matlock, laying his hand upon Pickles' head, "that you are the son of R. D. Ruckles, who was killed in



the wreck thirteen years ago. Now one other bit of evidence and I have done. I received today a letter from my friend Fisher, who has made further inquiry in the case, and he advises me that upon the records of the St. Paul Church he finds engrossed the record of the baptismal and christening ceremony of the male infant of R. D. Ruckles, and I have now the pleasure of pronouncing for the first time within your recollection, your name, my boy."

"It is—Frederick Mayon Ruckles. And now, Fred, let me congratulate you on having a name that you can call your own."

There was a silence for some seconds, then Fred spoke:

"Did you ever find out who my parents were going to visit?"

"Yes. Your mother was a sister of Mr. Rockford."

"Then the general manager is my uncle."

"Exactly. And a nobler man never lived; he has expressed himself as determined to look after that boy Pickles, but I think when he learns that the little hero in which he is so interested is his only sister's son he will be inclined to do much more."

"I don't know whether to be glad or not. I love dad and mother with my whole heart and I shall always love them," he said, putting his arms around

her neck and kissing her. "I know I shall like my uncle, too, for he was very kind to me, but now that I have been so fortunate in finding who I am, how can I repay you for your trouble, Mr. Matlock?"

"Fred, you don't owe me anything. I am your debtor. Had it not been for your pluck that burly brute would have had my life choked out in less than a minute more. We'll say no more about that now. Tomorrow you may expect your uncle to call upon you again and I would advise that you follow his counsel, for he will be able to surround you with better advantages than Mr. Henry. Don't you think this a wise move, sir?" he said, turning to him.

It was agreed that it was for the best that Fred should secure those advantages that would open to him with his entrance to his uncle's home, and they were not mistaken, for on the following day Mr. Rockford came, and after a delightful visit and a country dinner that he greatly enjoyed, they went away, Fred promising to run down home often.

\* \* \* \* \*

Fred writes home from college that he has sure hopes of carrying first honors, and at the same time asks permission to strive for second honors as well, for he says, "Myrtle has been a close second in all my studies and I would like your consent to our union so soon as I shall attain my majority."



## INTERESTING INFORMATION.

The recent announcement of a new British loan of \$300,000,000 lends interest to a statement just issued by the Treasury Bureau of Statistics regarding the national debts of the world. This statement shows in brief that the national debts of the world aggregated more than \$30,000,000,000 at the close of the nineteenth century, or ten times as much as in the closing years of the eighteenth century. In 1793, at the beginning of the Napoleonic wars, the national debts of the world amounted to approximately 2½ billion dollars; in 1900 they were, accord-

ing to the best information obtainable, 31 billion dollars. In general terms it may be said that the world's national indebtedness in 1900 aggregated ten times what it did at the beginning of the nineteenth century. Meantime population has increased 150%, and gold and silver, which form the basis of the money with which debt payments are made, 300%, though the proportion of the existing gold and silver which is turned into coin is now much greater than at the beginning of the nineteenth century, while the utilization of the various forms of credit

as currency may have increased the world's circulating medium quite in proportion to the increase in its national debts.

Whether national wealth has increased as rapidly as national indebtedness is equally difficult to determine, since official estimates of national wealth were made at the beginning of the century in the case of only a few nations. The wealth of the United Kingdom, France, Spain, and the United States in 1800 is estimated at \$20,244,640,000, while Mulhall in 1895 estimated their wealth at \$195,759,829,000, or practically ten times that at the beginning of the century. The debts of these four nations in 1793 aggregated but \$1,630,279,000 and in 1900 were \$11,764,000,000 or seven times as much as in 1793. If the rate of growth in wealth which has characterized the four nations whose growth during the century may be also properly applied to the world at large, it may be said that the growth of national wealth has about kept pace with that of national indebtedness, since national wealth in the cases where it can be measured is today ten times as great as at the beginning of the 19th century and the national indebtedness, where it can be measured, is today about ten times what it was at the beginning of the century,

This enormous increase in national indebtedness is chiefly the result of wars, standing armies, and works of public utility. To this may be added a tendency in many cases to create an annual deficit by expenditures exceeding revenues made in deference to popular demand, which deficits ultimately take the form of funded or bonded indebtedness. But the bulk of these enormous debts is from war and war preparations and the construction of public works, such as railways, canals, harbors, and the improvement of waterways. Of the railways of the world, whose total cost has been estimated at

\$30,000,000,000, about one-third are owned by national governments, indicating that approximately one-third of the increase in indebtedness has been applied to works of this character. But the fact that great wars have compelled the nations engaged in them to instantly make enormous additions to their funded indebtedness clearly identifies this as the principal factor in the great increase in national indebtedness which has characterized the history of national finances in the 19th century.

In 1748 the debt of England was £76,000,000, while the seven years' war brought it in 1763 to about £133,000,000. The years of peace intervening between that date and the beginning of the American war somewhat reduced the debt, but at the termination of the war with the American colonies in 1784 the debt of England was £273,000,000. A reduction followed during the ten years of peace, but the 21 years of war from 1794 to 1815 left the total debt at £902,000,000, the highest point which it has ever reached. The 39 years of peace which followed reduced it to £800,000,000, but the Crimean war which lasted two years again increased it to £834,000,000, while the South African war at the close of the century recorded another increase of £30,000,000 of funded indebtedness, besides a considerable increase by exchequer bonds, to which may still be added the recent loan of £60,000,000 just announced.

Turning to France the evidence of increased indebtedness by war is equally apparent. Her national debts at the beginning of the Second Empire are estimated by Baxter at £245,000,000, and by the expenses of the Crimean, Italian, Chinese, Cochin-China, Mexican and German wars, had, according to the same authority, reached £550,000,000 by 1871, while the issuance of securities amounting to 2,277 million francs in 1871 testifies to the cost of her war with Germany.



# PROGRESSIVE FORM OF QUESTIONS AND ANSWERS ON THE AIR BRAKE.

EDITED BY GEORGE PARKER.

Courtesy F. M. Nellis, Secy. Air Brake Assn.

[NOTE.—This department is opened for the benefit of our members, and any questions asked should pertain directly to the lesson or which has been printed. Address all communications to THE RAILWAY CONDUCTOR.]

## THE AUTOMATIC BRAKE.

Q.—1. What is the power used to operate an air brake?

A.—Compressed air.

Q.—2. Does this include both the straight air brake and the automatic brake?

A.—Yes, both are brakes operated by compressed air.

Q.—3. How is the air compressed for use in the brake system?

A.—By an air pump or compressor on the locomotive.

Q.—4. How does it apply the brake?

A.—By being admitted to a brake cylinder and forcing a piston out, which, by means of its connecting rods and levers, pulls the brake shoes against the wheels.

Q.—5. How is the brake released?

A.—By allowing the air in the cylinder to escape to the atmosphere. A spring then shoves the piston back and the brake shoes will leave the wheels.

Q.—6. With the first, and simplest, form of an air brake, commonly called "straight air," where was the pressure stored or carried that was used to apply the brakes?

A.—In the main reservoir on the engine.

Q.—7. To apply this form of brake where did the pressure go?

A.—From the main drum through the brake valve into the train pipe, and from there directly into the brake cylinders

Q.—8. Why is such a brake unsatisfactory?

A.—Because, on account of having a direct opening from the train pipe to the brake cylinder, any opening of the train pipe to the atmosphere, as a bursted hose, would cause the brakes to release owing to the pressure escaping; further, none of the train crew could operate it with the exception of the enginemen.

Q.—9. What is the other form of brake that superseded the straight air brake?

A.—The automatic brake.

Q.—10. Why is it called an automatic brake?

A.—Because if anything, no matter what, causes a reduction of pressure in the train pipe the brake will apply automatically.

Q.—11. Is main drum pressure ever used in applying an automatic brake?

A.—It is not.

Q.—12. What essential parts has the automatic brake on a car that the straight air brake has not?

A.—An auxiliary reservoir and a triple valve.

Q.—13. Where is the pressure that supplies the brake cylinder stored or carried with the automatic system?

A.—In the auxiliary reservoir under each car.

Q.—14. How does the auxiliary reservoir compare in size with the main drum?

A.—It is much smaller.

Q.—15. How is it possible to have the auxiliary reservoir so much smaller than the main drum and yet obtain the same brake force with the automatic as with the straight air brake?

A.—The auxiliary reservoir only supplies one brake cylinder with the automatic brake, while with the straight air the main reservoir supplied the pressure for all the brake cylinders in the train.

Q.—16. What had to be done to apply the straight air brake?

A.—Admit the air from the main reservoir on the engine to the train pipe, filling it and the brake cylinders.

Q.—17. What has to be done to apply the automatic brake?

A.—Reduce, or withdraw, the train pipe pressure, which reduction causes the triple valve to move and admit the pressure from the auxiliary reservoirs to the brake cylinders.

#### THE MAIN DRUM.

Q.—18. From the pump where does the air pressure go?

A.—To the main drum.

Q.—19. Where is the main drum located?

A.—Generally on the engine, though sometimes it is on the tender.

Q.—20. With the automatic brake what is the main drum pressure used for?

A.—To release the brakes and recharge the auxiliary reservoirs.

Q.—21. Where does the main drum pressure commence and where does it end?

A.—Commences at the pump and ends at the engineer's brake valve.

Q.—22. Does the size of the main drum materially affect the working of the brakes?

A.—Yes, to a very great extent.

Q.—23. How does it do so?

A.—The larger the volume is, the greater will be the amount that must be withdrawn to cause the same reduction in pounds pressure. So that a large main drum can give up more of its volume to the cars without reducing any more in pounds than a small drum. It follows from this that a large drum could charge more cars than a small drum having the same initial pressure, or the large drum would charge the same number of cars to a higher pressure.

Q.—24. How large should the main drum be?

A.—As large as practicable. Where there is not sufficient room for one large one, two small ones should be used.

Q.—25. What is the smallest size of main drum permissible in freight service?

A.—A capacity of 20,000 cubic inches.

Q.—26. Why do freight trains require a larger main drum than passenger trains?

A.—They are so much longer that it requires more air to fill the train pipe and auxiliaries after an application.

Q.—27. How much main drum pressure should be carried?

A.—Ninety pounds, ordinarily, though local conditions govern the amount. The size of the main drum, the length of the train and the conditions of service determine this.

Q.—28. Is there any other name for main drum pressure?

A.—Yes; it is sometimes called excess pressure.

Q.—29. When is it called excess pressure?

A.—When there is more pressure in the main drum than in the train pipe.

Q.—30. When is excess pressure obtained?

A.—With the brake valve in running position, on lap or in the application positions.

Q.—31. Is it necessary to have excess pressure?

A.—Yes; to insure a prompt and certain release of brakes on trains of any considerable length.

Q.—32. When is it needed worst?

A.—After an emergency application or the train breaking in two.

Q.—33. Is a very high excess pressure advisable?

A.—No. On account of the liability of overheating the pump and of injury to the older form of pump governor where it is attached to train pipe pressure. In this case the excess pressure would increase very materially when the brakes were applied.

Q.—34. Why does the pump heat easier against a high excess pressure?

A.—Because the higher the pressure the greater the degree of heat generated during compression.

Q.—35. What effect does water in the main drum have?

A.—It occupies space that should be filled by air, and so doing reduces the air capacity of the drum.

Q.—36. How often should the drum be drained?

A.—At the end of each trip.

Q.—37. Where does the water come from?

A.—From the atmosphere. There is always more or less moisture contained in atmospheric air, and the water remaining in the drum is the drainage from all the air that passes through the drum.

Q.—38. Does leakage at the stuffing box affect the amount of water collected there?

A. But very little. Experiment having proven that the amount received through the stuffing box is very small indeed.

Q.—39. From the main drum where does the air go?

A.—To the engineer's brake valve and through that into the train pipe.

#### THE TRIPLE VALVE.

Q.—40. What is the train pipe connected to under the car?

A.—The triple valve.

Q.—41. Why is it called a triple valve?

A.—Because it does three things; charges the auxiliary reservoir, applies and releases the brake.

Q.—42. How many forms of triple valves are there in use, and what are they called?

A.—Two, the plain and quick-action triple valves.

Q.—43. Which was the first or simplest form?

A.—The plain triple.

Q.—44. What are the working parts of a plain triple?

A.—A piston, a slide valve and a graduating valve.

Q.—45. What are the duties of the piston?

A.—To cover and uncover the feed port leading from the train pipe to the auxiliary reservoir and to move the slide and graduating valves.

Q.—46. How does the air get from the triple valve to the auxiliary reservoir?

A.—It passes through a small groove or port uncovered by the piston when it is in the release position, thence through a large opening to the auxiliary reservoir.

Q.—47. What are the duties of the slide valve?

A.—To cover and uncover the port leading from the brake cylinder to the atmosphere, and in conjunction with the graduating valve to uncover the port leading from the auxiliary reservoir to the brake cylinder.

Q.—48. What actuates the piston?

A.—The air pressure on either side of it.

Q.—49. What are these pressures and where?

A.—The train pipe pressure on the plain side and the auxiliary reservoir pressure on the slide valve side of the piston.

Q.—50. How do they stand, comparatively speaking, when the car is charged up?

A.—Equal.

Q.—51. Which pressure must be the greater in order to move the piston and slide valve to a position for applying brakes?

A.—The auxiliary reservoir pressure.

Q.—52. How is it made so?

A.—By reducing the train pipe pressure.

Q.—53. How does reducing train pipe pressure do this?

A.—As soon as a reduction is made in the train pipe below the auxiliary reservoir pressure, the latter being the stronger, forces the piston in the direction of the weaker pressure. The piston in moving carries the graduating valve and the slide valve with it, first closing the feed port to the auxiliary, thus causing the slide valve

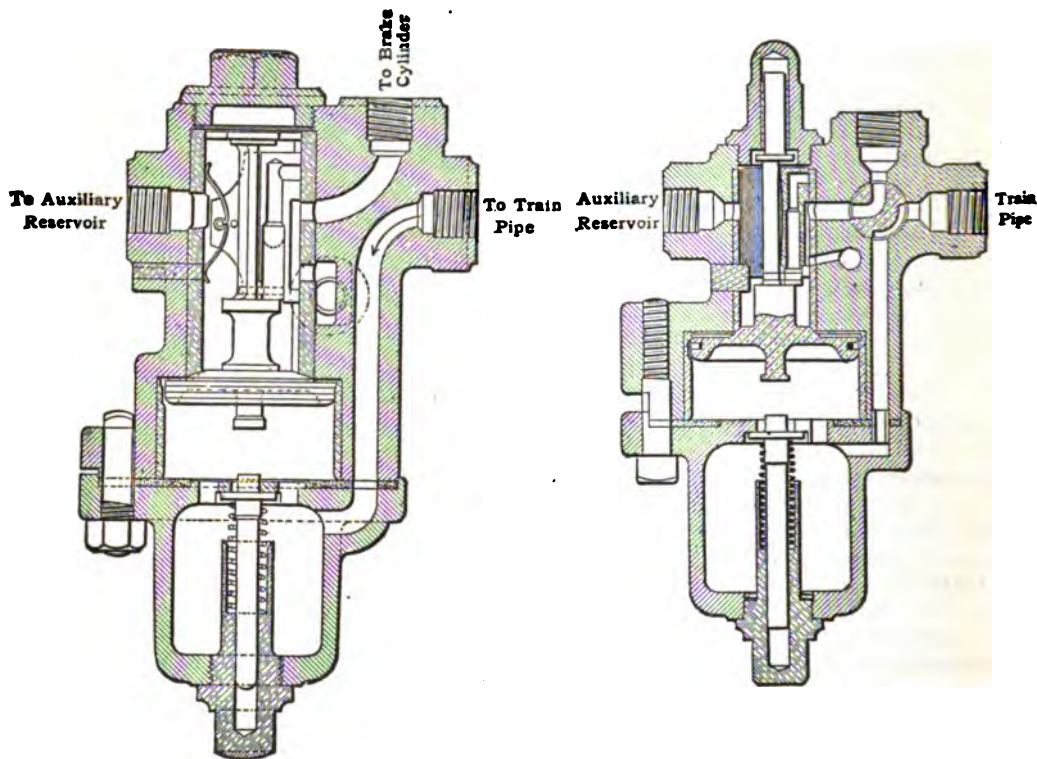
to cover the exhaust port; then continuing its movement the port from the auxiliary to the brake cylinder is uncovered.

Q.—54. By reducing train pipe pressure five pounds below auxiliary pressure, how much would be allowed to leave the auxiliary and go to the brake cylinder?

A.—About five pounds.

Q.—55. What would prevent more from going to the brake cylinder?

A.—As soon as the auxiliary pressure had reduced, by expanding into the brake cylinder, to a point equal to, or a fraction below, the train pipe pressure, this pressure being slightly stronger than that remaining in the auxiliary, would force the



piston back until it seated the graduating valve, thus closing the communication to the cylinder.

Q.—56. In doing this, does it move the slide valve?

A.—No; only the graduating valve.

Q.—57. In order to obtain a greater pressure in the brake cylinder, what would have to be done?

A.—Reduce the train pipe pressure more.

Q.—58. Upon the second reduction of train pipe pressure, does the piston move the slide valve?

A.—No; after the first reduction the slide valve remains stationary until the brake is fully applied or released.

Q.—59. When the brake is fully applied how do the pressures in the auxiliaries and brake cylinder stand, comparatively speaking?

A.—Equal.

Q.—60. How much would it be necessary to reduce train pipe pressure to accomplish this?

A.—From 20 to 25 pounds; not exceeding the latter amount.



Q.—61. Why do we not gain in braking power after a 25-pound reduction?

A.—Because a direct communication is established between the auxiliary reservoir and brake cylinder, and the pressures are equal.

Q.—62. What must be done to release the brake?

A.—The train pipe pressure must be made stronger than the remaining auxiliary pressure, that it may force the piston and slide valve to release position against that pressure. In so doing the communication between the auxiliary and brake cylinder is closed and the exhaust port from the cylinder to the atmosphere is opened.

Q.—63. How can the train pipe pressure be made the stronger?

A.—By either admitting air from the main drum to the train pipe or decreasing the auxiliary reservoir pressure by the release valve.

Q.—64. What position must the triple valve be in to recharge the auxiliary reservoir—a position for applying or releasing brakes?

A.—For releasing brakes.

Q.—65. Is it possible to operate the plain and quick-action triple valves together and have them work in harmony with each other?

A.—It is.

Q.—66. How would it be necessary to operate the brakes to accomplish this?

A.—Apply them gradually.

Q.—67. Why is it that when the brakes are applied gradually these two forms of triple valves will do the same work?

A.—The same parts only in either form of triple operate.

Q.—68. What are these parts?

A.—The piston, the slide and graduating valves.

Q.—69. Have these two forms of triple valves these same parts in common?

A.—Yes.

Q.—70. If these two triple valves have the same parts and operate the same when applied gradually, how does the latter form obtain the name of quick-action?

A.—By applying the brakes considerably quicker when applied in the emergency than the plain triple valve could. It also applies them with increased force.

Q.—71. Does it obtain a greater pressure in the brake cylinder with the same initial pressure in the auxiliary reservoir?

A.—Yes

Q.—72. How is this accomplished?

A.—The quick-action triple valve has a series of supplementary valves which the plain triple valve has not, which, when thrown into operation, admits a portion of the train pipe pressure, in the brake cylinder, while at the same time the slide valve permits a large volume of auxiliary pressure to flow to the cylinder. It is the extra pressure obtained from the train pipe that increases the brake cylinder pressure.

Q.—73. How are these valves thrown into operation by an emergency application when they are not so operated by a gradual application?

A.—A quick reduction in the train pipe pressure causes the piston to travel the full length of its cylinder, thereby bringing the removed corner of the slide valve over a port which permits the auxiliary reservoir pressure to pass down on top of the emergency piston, forcing it downward, which piston unseats the emergency valve, thereby forming a direct opening to the brake cylinder from above the emergency check valve. There being practically no pressure in the cylinder and a comparatively high pressure in the train pipe, the latter pressure will unseat the check valve and pass into the cylinder until the cylinder pressure is about equal to the pressure remaining in the train pipe; the check valve would then seat itself. At the same time that this movement is made, another but much smaller port is opened by the slide valve, leading directly from the auxiliary to the cylinder, thus admitting auxiliary reservoir pressure to the cylinder.

Q.—74. Would this brake, applied in quick-action, be any harder to release than a brake applied by the plain triple in the emergency?

A.—Yes; having a higher brake cylinder pressure, it must also have a higher auxiliary reservoir pressure; that being the pressure to overcome in releasing brakes, it would necessarily require more pressure to release it.

Q.—75. How quick a reduction must be made to get the quick-action application?

A.—Quicker than the graduating valve can accommodate. That is, train pipe pressure must be reduced faster than the graduating valve can reduce the auxiliary reservoir pressure. As long as the reduction of train pipe pressure is only as fast as the graduating valve can reduce the auxiliary pressure, the gradual or service application is all that can be obtained. If the reduction of train pipe pressure is made enough faster to allow the auxiliary pressure to overcome the graduating spring, quick action will follow.

Q.—76. In a quick-action application which pressure reaches the brake cylinder first, train pipe or auxiliary pressure?

A.—The train pipe pressure reaches the cylinder first in any considerable volume. The ports from the train pipe and auxiliary are both opened about the same time, but on account of the port from the auxiliary being so small, and the port from the train pipe so large, there is practically no auxiliary pressure going to the brake cylinder until the train pipe pressure has already gotten there.

Q.—77. Why would it not be better to increase the size of the port from the auxiliary to the cylinder? The object being to get the pressure into the cylinder quicker.

A.—Because the train pipe pressure must not be obstructed in any way, as it would be if auxiliary pressure reached the cylinder first. If it is so obstructed quick-action will fail and the train pipe pressure, instead of going to the brake cylinder, would go through the brake valve, or other opening, to the atmosphere.

Q.—78. Why is it necessary to have quick-action triple valves?

A.—In order to get a quick enough application on long trains to avoid shock and damage to the train, it is necessary to reduce the train pipe pressure as rapidly as possible, the reduction of the train pipe pressure being the fundamental principle of the automatic brake.

Q.—79. How would such a shock be caused by a slower application?

A.—The application being slower the slack would have a chance to run in, and the brakes being applied on the head end of the train while those on the rear end were not applied, the shock of the slack running in would be such as might break draft gear, shift loads, etc. The quick-action application avoids this by getting the brakes applied on the rear end before the slack has a chance to run in, thus lessening the shock.

Q.—80. If three or four plain triple valves were placed at the head end of a train, could quick-action be obtained with quick-action triples on the rear end?

A.—It is doubtful. The reduction might not be made sufficiently fast at the quick-action triples on account of the long pipe intervening between them and the brake valve.

Q.—81. Are there any other conditions that could cause this same result?

A.—Yes; excessively crooked pipework has been known to cause it. Quick-action triple valves cut out or with the quick-action feature blocked would also do it.

Q.—82. If three or four cars were cut out in the middle of a train of quick-action triples; or if three or four plain triples were located there, could quick action be obtained throughout the train?

A.—It is probable that it would be on all cars except those cut out or equipped with plain triples; on those of course it would not.

Q.—83. Under these circumstances would the train break in two when the rear brakes were applied in quick action?

A.—No. When quick action ensues, or is obtained on the rear portion, the slack does not get a chance to run in, as would be expected, and the application, as far as shock to the train is concerned, would be almost the same as if quick action had resulted on the entire train.

**Q.—84.** Can quick action be obtained by going to the emergency position after a partial service application?

**A.**—It depends on the amount of reduction made in service and the length of the piston travel. With light service reductions and standard travel, partial quick action could be obtained by going to the emergency position. With short travel or heavy reductions in service, quick action could not be obtained by afterwards going to the emergency position. In neither case would the full quick-action brake cylinder pressure be obtained; in the former case a gain would be made over the regular service application, but in the latter case full service only would be obtained. This, however, would be obtained quicker than if the service application was used.

**Q.—85.** It was determined that to recharge an auxiliary reservoir the triple valve must be in release position; is it possible to recharge an auxiliary without entirely releasing the brake?

**A.**—Yes; by the use of the pressure retaining valve.

**Q.—86.** What is the pressure retaining valve?

**A.**—A valve used to retain pressure in the brake cylinder while recharging the auxiliaries in descending grades.

**Q.—87.** How does it operate?

**A.**—It is so constructed that it will retain a certain amount of pressure in the brake cylinder, while at the same time it does not interfere with the movement of the triple valve. In doing this it acts as a pop valve, or obstruction, on the exhaust, and will allow the pressure to escape from the cylinder slowly until the fixed amount is reached, when it closes the exhaust entirely. At this time the triple has moved to release and opened the feed groove to recharge the auxiliary.

**Q.—88.** To what part of the brake apparatus is it attached to accomplish this?

**A.**—To the exhaust port of the triple valve.

**Q.—89.** When operative how does the handle stand?

**A.**—Horizontally.

**Q.—90.** When should they be used and how?

**A.**—In descending grades of any length or steepness, provided the engineer considers it necessary; they should be turned up horizontal at the summit and left in that position until the foot of the grade is reached, or the engineer whistles "off brakes."

(TO BE CONTINUED.)



## \*HOW TO SECURE FROM EMPLOYEES THE MAXIMUM OF LOYAL PERFORMANCE.

Comprising the army of railway employes are two distinct classes; one whose maxim is "self," first, last and always—then yield to the service the little that may be left; their only law, their own personal convenience; never performing above the ordinary, and whose standard of excellence is a grade of performance but sufficiently removed from a detectable offence to avoid dismissal. This class views with indifference any injury to company property or reputation, even though it assume the proportions of a perfect carnival of loss. Except as circumstances may center on themselves punishable

responsibility, they are false to every moral claim of property interests, and they impose an unholy burden on the service by prostituting their own possibilities, which are the legitimate right of the employer. Their favorite epithet of reproach for those holding different views is: "He is a company man."

This class is directly responsible for the startling increase in the cost of repairs to rolling stock, so far beyond best estimates since the advent of the automatic coupler, inasmuch as the coupler has removed the danger of hurt to themselves, which heretofore has constituted

\*A paper read before the Pacific Coast Railway Club, at San Francisco, California, by Brother W. H. Sheasby.

a guarantee of a minimum damage to cars and contents from this source. This destruction is, in a very large measure, the result of retaining in the service, foremen, yardmasters, and even general yardmasters, who have never ceased to be switchmen, and conductors who, from the standpoint of fitness for responsibility, should never have been promoted. Yet this class is suspicious of every good intention of the management and constitute a constant depression on the general average of efficiency in the service, the humane purposes of the Brown system of discipline being totally inadequate to protect the property interests from the mischief of their false theories. In plain justice to the service, they should be singled out, and either promptly re-educated or spewed from its precincts; for by their retention in the service, every principle of equitable compensation is outraged. And yet, under the protection of wage scales and contracts, this element receives equally with that other class whose maxim and guide is the best good of the service; whose aim is the full possibilities of men and material, regardless of the temporary personal inconvenience; who deem it a duty to protect against injury every interest under their care; who consider the company's reputation as aimed at and developed by the management, just as much a property as is the car or locomotive, and because more delicate, more susceptible to hurt and far more difficult or impossible of repair.

It is due the service and stockholder that from the different grades of performance, the best be selected and made the standard. Since employment is a civil contract, anything short of that standard is, on the part of the employe, a breach, from the effects of which, the property interests possess the moral right of self protection. I do not consider it foreign to the subject here to add the different labor organizations are leaving a valuable work undone and neglecting much important prestige, by failing to constitute as one of their underlying principles, the guarantee to employers that from their members, there can be none but the highest standard of performance; and make individual membership conditional on the faithful rendering of such standard,

for the time has come when men for every duty must be selected from the standpoint of their moral fitness to correctly interpret and faithfully contribute to high standards; for construe as we may, the law of survival of the fittest is certain to dictate the final settlement.

There is no other law on which to base a guarantee of high standards and we must recognize this important factor in the constructive evolution that is making new history, some of the most entertaining pages of which have to do with the sphere of railway workers.

The correct interpretation and adjustment of the law of compensation is a prime factor in establishing the striking contrast between American and foreign effort in the struggle for commercial supremacy, which is proclaiming us the winner because of the practiced restraint of energy in the foreign factory.

Since the engine wiper and yard fireman of today is the engineer of the future fast express, it needs no elaborate argument to expose the unjust burden imposed on the service and public by admitting to the ranks, in any capacity, the moral degenerate and mental incompetent, who, under the protection of contracts of some labor organization, receives promotion on the false theory of strict seniority, a theory which bequeaths to the service conductors who never were good brakemen and engineers whose whole career is a succession of costly blunders. The moral logic of seniority promotion obtains only when none but high grade personality in the employe prevails; for the prerequisite to any high grade structure is high grade material, and the modern demand for high class performance as the only means to complete conservation of energy makes plain the duty of railway managements to recruit the service from the best element of American life.

Limitless play given to men's best talent and full development of his possibilities, together with a liberal basis of remuneration and a correct system of recognition and reward for special effort, may be relied on to furnish necessary incentive.

Just as there are two classes of operatives, so there are two classes of officials

and managing heads of departments. Since human nature in the abstract is a constant factor and the average employe is a negative entity, results are sure to be determined by the interpretation of official possibilities, and the service naturally is a correct reflection of such interpretation. It must not be overlooked nor forgotten that the service will never rise superior to the conceptions of its managing head, and any possible exception proves the rule, proving also that the service constituting such exception contains a large per cent of operatives whose prior education and training have established their ideals, and who are sufficiently true to such ideals to guarantee superior performance.

Officials should contribute to the law of incentive and reward; and since there is such striking difference between results voluntarily arrived at in easy response to a harmonious system and results forced against the tide of natural and logical conditions and the tendencies of an intelligent service, that the official measure and caliber can be quickly taken, discipline correctly administered will nearly always secure the good will of a man and engender in him a resolution to avoid a repetition of its necessity, while the opposite course makes him resentful and you lose your prestige over him.

The average man is largely an imitator, and since it is human to rest the eye on the last line, it rests with the official strata of the service to supply the superior copy and guard well the inspiration of exactness; and make strict observance of such copy the one condition of service.

Thorough familiarity with every point at which orders may touch should precede their issuance so that friction may be avoided and necessary harmony with daily service conditions shall be guaranteed. It is not sufficient that the operative be up to standard in honesty and ability; it is equally essential that in the minutest detail of orders and methods there be evidence of the master mind holding his respect and claiming his loyalty. Nothing is more conducive to profitable effort and high order of discipline in the employe than the knowledge that his every act is quickly taken at its true value to the service; and surprise should not

ensue if contempt in the mind of the operative follow any hammer and tongs attempt to secure from impractical plans results that are in every way gratifying.

While any criticism from the employe is distasteful to the theoretical official, it is but natural that from a class of employes from whom best results are expected, there will follow quick and critical comment at the crucifixion of the property interests on the cross of theory, an unhappy condition that has proven the Calvary of many millions of the money of confiding stock-holders. Since a high order of intelligence and quick perception is indispensable to high grade service, instead of intelligent criticism being taken as an impertinence, it should be given its rightful recognition as a prolific cradle of discovery and improvement; and the successful management, on discovering an employe doing his part in a manner which represents a saving of energy over the manner in general use, will see that that particular thing shall be done in that particular way over the entire system—thus applying the law of survival of the fittest and making the best the standard. What is of equal force, it will foster in the employe the spirit of invention and an incentive to superior effort, which is simply commercial evolution, and where the selection of official timber is based on issues foreign to the best good of the service, this criticism is inevitable for such unfortunate selection keeps alive the false theory that with the badge of authority goes immunity from error.

Human nature in the operative is quick to interpret the grim humor in the evidence of most clumsy copy, and he becomes indifferent to the leaks and hurts to the property interests. There is irony in his criticism as he witnesses thousands lost in impractical attempts to save hundreds.

There is much of the spirit of a Hobson and Funston in the railway service, and the official whose theories and methods act as a deterrent on this spirit, instead of incorporating its valuable possibilities into the development of a higher service is false to his high stewardship.

Mines of moral energy susceptible of wonderful development remain unex-

plored by many officials who consider the operative as purely a physical entity, and who catalogue results as the mechanical working out of their own conceptions of official ability. While there is need for considerable weeding-out in the service and prompt re-education of part of the remainder, the fact still remains that before anything approaching an ideal service can be hoped for, the official must recognize that when the fullest development of the mechanical and physical possibilities are attained, his duty is but half performed.

The law of the commercial house which demands from the employe full recognition of the fact that the good will of the public is essential to success, is of equal importance to the railway management; yet to secure and hold this voluntary loyalty from the army of railway employes calls for a much higher degree of executive efficiency.

I use the term "voluntary loyalty" for the reason that there is no other form of loyalty, for while in spite of frequent hatreds entertained for floor-walkers and managing heads of departments, results are forced because of quick and certain detection of infractions; and the means to the end are only mechanical, while the railway official must secure his results, first, by right material in the operative, and second, by establishing between the employe and the property interests that magical line of adhesion so vitally essential to good railroading. This line of adhesion is like the wireless telegraphy which is possible only through the battery of men's better natures, and disintegration waits on ill-advised and impractical official methods; yet constituting the only sure guarantee of that higher grade of cohesive loyalty so indispensable to economy of energy.

The official who fails to catalogue this cohesion at its true value, or who deludes himself with the belief that he can gain best results through any other agency, is remiss in his higher obligations to the stockholder. And no theorist alone can meet the call. He is required to furnish superior copy and forever divorce himself from the pernicious theory of a certain aristocracy of the service based on official position and prerogative. This

relic of the Babylonish age, yet extensively adhered to by a large per cent of the official strata and largely echoed by the Sampsons of the navy, has robbed the stockholders of vast sums by its implied imputation of personal inferiority of the operative, whose nature is quick to resent, and the result is that many of his best possibilities, which will always lie outside the limit of mechanical rule, are allowed to lie dormant, and he remains indifferent to the threat or hurt to the interests involved. Whereas, the successful official fashions these possibilities into a magnet to save from waste the thousand atoms from the much-stirred mass, which, under the regime of the theoretical official, will continue to find their way to the commercial dumps.

That official or managing head, failing in a correct conception of the possibilities of his sphere, and through his ignorance or wrong interpretation there is prostitution of energy, and a withholding of the best efforts of the high-grade employe, is just as guilty of misappropriation of that which belongs to the property as is a conductor who takes and keeps a fare. My own study of the science of my chosen profession leads to the conviction that successful railway officials are born and not made. I am equally convinced that the average American operative leads strongly to the side of loyalty and superior effort, but he looks for an affinity in his immediate and managing official, and yields in a degree to which that affinity is recognized. He is quick to take his cue from such discovery; and it is to be deplored that so many officials seem to dread a certain lowering of dignity from any kind of familiar contact with the operative. The real dignity of ability can never be lowered, but it can attract and elevate and form copy. It is a sacred duty of the official to the stockholder that he recognize this truth and act on it.

While a high degree of education is essential to the handling of railroad affairs, it is a costly mistake to conclude that a college education or a thorough mastering of civil engineering is sufficient qualification for executive fitness in the particular departments for which I presume to speak. Candid and practical



study of this division of the subject will convince us that the best interests of the property demand that for department supervision there must be selected men whose judgment is matured and purified through the alembic and retort of extended contact with each possible detail and exigency. For of what practical utility is a lot of college dry-rot, mis-called education, when confronting conditions of vital moment to stockholders' interests, yet regarding which no word is ever spoken inside the college walls.

The purely college-bred official finds himself suddenly called upon to furnish copy for men of equal brain power who have been spending the time mastering the questions at issue, while he has been acquiring that for which he suddenly feels there is no market. Every student of railway affairs is familiar with the result. This class of officials is too apt to overlook the matter of physical convenience of the operative, and the great burden of distrust under which the yard forces of the country are resting is largely traceable to the old notion that any old scrap pile was good enough for a switch engine, and the question of convenience in placing tracks and switches had no place in the plans.

It is folly to hope for pleasing results when the wornout engine with diminutive cabs and horse-power lever make the life of the engineer a continual torture; and it is not surprising if the line of adhesion snaps under these temper-destroying devices, and fractured draft-gear and endless material for claims for damage to contents of cars. Remember the quick eye of the shop-gang boss or the floor-walker is not there to detect the infraction.

The average man is always intensely human, and the law of reprisal and his love of reciprocity to which he is wedded takes quick cognizance of the conditions so well calculated to grieve and perplex his spirit, and make duty a needless burden.

While economy is a vital essential in railway management, yet when by mistaken application or theory of its real province, it is made to run counter to logical laws, it becomes extravagance of pronounced type. The fireman as he is

actuated by human nature while firing an engine, on which certain changes are made with a view to economy in fuel consumption, finds that a disproportionate increase in expenditure of his energy is called on to keep her hot with most unsatisfactory results; and the pride he has formerly taken in saving the possible quarter or half shovel of coal, because of her delicate response to his experiments, feels wounded now at the reflection that his end of the matter has been overlooked. The line of adhesion is again severed, and the extra half and many full measures are let go, greatly overbalancing and defeating the result theoretically aimed at. All because an order has gone out without full consideration of every point at which it will touch. For it is certain crucifixion of property interests to disregard the thing of so fine adjustment as to be the sensitive determining factor between profit and loss.

This entire subject is eloquent with criticism of the error of maintaining officials regardless of their practical ability and expert knowledge of detail. An order was once issued to a trackman to report any case of fast running over a certain block. Because his report of a train omitted the engine number, he was given fifteen days discipline by record. Human nature in the section man argued that since there was little apparent appreciation of the ninety-five per cent of efficiency and a disproportionate punishment for the five per cent of technical omission, the next case might result still worse and his human nature prompted him to close the avenue of information in the future.

The successful official would consider the radical change from regular and familiar duty which the order entailed, and instead of exacting on first trial the one hundred per cent of efficiency, would treat the five per cent of failure in such a way as to strengthen instead of destroy the line of adhesion.

It is a regrettable fact officials seem to forget at times that standing between success and failure, creditable and dis-creditable performance, in train and yard service especially, there stands the one determining factor—the loyal conscience of the operative who is as much out of

his sight and power of dection as though he were on the other side of the globe.

When the patrons courtesy meets with semi-insulting retort, or the passenger smarts under "railroad insolence," and neglect of the many courtesies which are just as much the trainman's duty as is the adjusting of a switch, or live stock in transit is depreciated in value because yard or trainmen, for their own convenience, use cars as battering rams while switching, one of two conclusions follows: Either the operative is a mistake from a moral and mental standpoint, or he is a reflection of disjointed official methods, which, parrot like, he is transmitting to the patrons.

In either event, prompt change is demanded by property interests.

An ideal service is possible and easy, but final analysis of the question will emphasize the fact that the official who may be incapable of applying these finer distinctions, and as occasion demands, of putting himself in the place of the man with the implement of his particular craft, is doubly a failure in his high duty with its superb possibilities.

There is a belief among many officials that there is no hope of relief from the outrageous cost of repairs to rolling stock resulting from a misconception of their duty by a large per cent of yard men who come and go like birds of passage, and who scorn any suggestion of moral obligation, yet, let me suggest, that within the ranks of train and yard men, there are J. C. Stubbs of transportation and yard matters, whose fitness for the peculiar task has been withheld from the service by reason of the method of selecting official timber, and also because of official

reluctance to hold out any form of encouragement to suggestion from the only possible source of expert testimony. Yet, if their suggestions could be tried and this matter be given into their firm grasp, I wager what little reputation I may have on the assertion that in six months time this relief can be experienced. Never mind if their suggestions contemplate a departure from obsolete methods. This is an age of evolution and it is high time that the hypnotic spell, which a certain element of the service has for so long maintained, be broken, and, if necessary, employ the courage to radically re-educate where necessary, interject new blood, suspending the Brown system for a time. Insist that all conform to the one law or step out.

One more point and I will close. It must be remembered that, given the high class employe, morally and intellectually, he will remain such only so long as broad recognition is accorded the fact that if we would possess the best, we must expect to pay its price. There is but one distinguishing factor separating the slave from the high class American operative. That is the question of compensation. One owes its existence to the other just as does daylight to the presence of the sun. It is a truth as fixed as eternity that in reciprocal compensation for the loyalty of the employe to the delicate question of public good will, before touched on, there is due from the property interests through the official strata, an equally nicely adjusted consideration of the personal comfort and finer sentiments of the operative.



## WAS IT A TRAGEDY?

BY MARY A. DENISON.

Forty miles beyond Jacksonville, going north, we were stopped by an accident to a train coming in an opposite direction. It was nine o'clock at night, and raining hard. The passengers were notified that they could not proceed in the car in which they had started, and we were obliged to

walk some fifty yards ahead, to another train in waiting for us. This was not very comforting news, as the ground was wet and we were in the midst of all kinds of suspicious noises, caused by workmen who were busy among the debris of the wrecked cars. I felt every moment as if

some new casualty might happen—walking on such a road, on such a night, was no pleasant matter.

Suddenly lights appeared, and my sister, whom I was leading, uttered a cry of fear. For a second it appeared to her like the headlight of an engine, but presently she saw her mistake.

On a door, or a plank, a beautiful woman was stretched, pallid as death, the long, disordered hair curling on her cheeks and throat, and such lustre in the dark, wide open eyes, that it pained one to look at. Heavens, how beautiful she was! and what marks of pain and suffering in her delicately chiselled features! It seemed a pity that she must come out into the storm of wind and rain. Fortunately it was a warm night.

A man of slight and graceful figure walked at her head. Over her face he held an umbrella, and his pale, statuesque features wore a set and resolute expression, a look such as I never saw before on any face.

The almost more than human beauty of the girl, or young woman, appealed to me powerfully, and fascinated me beyond expression with its imploring character, whenever the eyes turned on me. They seemed to say, "can't you help me, can't you?"

I was guiding my sister over some new obstructions when she whispered, "Oh, Walt, that poor little soul! She couldn't have been in our car. She is too sick to be out in this storm. Those men didn't seem to mind how much they shake her and stumble with her, though perhaps they can't help it, but it does seem as if they might be a little more careful."

I assured her that they were doing the best they could over such rough ground—that we had already stumbled several times.

"I know," her response was, "but she is sick—so very sick, and did you ever see before such a heavenly face, I wonder if that man is her husband, or brother, do you know I don't like his face?"

"He is anxious and worried of course," I said, "finding himself in such a plight, with a very sick woman on his hands. I wonder if there is a doctor on the train? If there is we'll hunt him up. And here we are at last."

With great thankfulness we boarded the train in waiting, the sick woman being carried just before us, and placed in the bed which had evidently been prepared for her. The steward was just leaving it as we entered.

"We are in the next Pullman," whispered my sister, "I don't exactly like that."

"Why not?" I asked, naturally.

She shuddered slightly.

"Suppose she should die?"

"We won't suppose," was my answer, and yet my own nerves were a trifle unsteady, the whole matter was so uncanny.

I called the steward and asked him if we could have another compartment.

He shook his head.

"Everything full," he said, "had to make up some extra beds, Pullman passengers were not all so lucky as you."

"All right, then," was my rejoinder, "you needn't make up our beds yet, we'll sit here a while. How is the lady in the next compartment?"

"I should say she's pretty sick, sir, so the gent that's with her seems to think."

"Do you know her?"

"No sir, but I have seen him before. Came on this same train with his mother, a year ago. Old lady was very sick too, and died before we got to New York. Pretty bad case, this one, so was that."

There was in the steward's face an expression that seemed to say, "I could tell you more if I would," but at that moment he was called away.

We sat for a long time silent, my sister and I. The drip and sweep of the rain against the window pane, the rather dim light in the car, the strange silence during which only the movements of the steward were distinguishable, as he made the beds, the near presence of sickness, perhaps death, did not conduce to make the situation an agreeable one. The shrewd face of the steward, as he now and then passed us, looking at me, as I thought, with a particularly suggestive glance, kept me in a state of suspense, and my sister's worried and anxious countenance checked all attempts at conversation.

I looked at my watch, it wanted a quarter to eleven.

"I wonder if the man is watching her?"

my sister Gertrude whispered. "He couldn't possibly sleep."

I shook my head.

"No, for I sometimes see the curtain move," I said.

"Of course he is taking care of her."

"I should hope so, he didn't look like a brute," was my answer, and yet the strongest, strangest feeling of repulsion came over me as I remembered his face.

"Did you ask if there was a doctor on board?"

"Yes, the steward searched the train, hoping one might have got on at the last station, but couldn't find one."

"How terrible! But everything is very quiet. I feel a little sleepy, do you suppose we could sleep?" was the next question.

"We might try." I started to go after the steward, when the man in the next berth stepped out from between the curtains.

"My wife acts very strangely," he said, addressing me. "Excuse me for troubling you. I wish there was a doctor aboard. I am extremely nervous, she looks at me so queerly, and refuses the medicine ordered by her physician."

"Can I do anything to help you?" I asked, rising at once.

"Well, you might look at her," he said, in a strained voice.

I went to the sleeper as he pushed the curtain aside, and fastened it; so that I could look in.

The woman turned her beautiful great eyes toward me appealingly; it was the same expression I had noted before, a pleading for help. I never in my life before saw such an agony of suggestion, of supplication, I could almost hear her soul crying to me.

"You see," said the man, pouring a colorless liquid from a strangely shaped bottle, "she will not let me give her this medicine," and as he placed it to her lips, she suddenly closed her teeth, and gave him the glance of a soul conscious but helpless, and in agony. Then she looked at me again in that imploring way.

"Are you conscious?" I asked.

She nodded three times.

"Then why won't you take your medicine?"

Again that terrible expression in her eyes.

"What is it you are giving her?" I asked sternly, turning upon him so suddenly that he dropped the bottle.

He looked at me helplessly.

"How can I tell? It was what the doctor gave me," he said.

"I think I have something that will help her," and I moved to escape the woman's imploring eyes.

"Are you a doctor?" he asked, rapidly, and in a manner that aroused my suspicions at once.

How often I have wished I had said yes, I should not have done particular injury to my conscience, and I might have extorted an explanation of his peculiar conduct from him, and unearthed the villainy that I have since believed was practiced upon that helpless woman. But I merely shook my head, the habit of truth predominating.

"No, I am not a doctor, but if I were I should absolutely forbid you to torture that poor woman with medicine—or—" and here I looked straight in his eyes, and could see the devil in them cower.

The woman's glorious orbs were still lifted appealingly to me, but as I spoke their expression changed from absolute torture to seeming thankfulness, and she closed them, sinking further back on her pillow.

"And if I were a doctor," I further said, "I should take that bottle from you, and get the medicine analyzed."

"There's none there," he said, holding up the empty bottle, "and it's her own fault that she isn't better. Why she wasn't so very sick when we started—at least—that is," and he shuddered guiltily, "not dangerously—she had been ailing for several days."

"And you sent for a doctor?" I asked.

"Oh yes, as soon as she began to complain. I have a letter from him. There it is." He handed me a well written letter in which the writer advised him to take his wife to a colder climate, and, curiously enough, the doctor's name was the same as my own."

It looked all right, but his hand trembled as he took it from me, and my suspicions were not allayed.

"It's very strange," he murmured to

himself, and opened the curtain again, then sprang back.

"My God! she is dead!" he exclaimed.

I could hear a smothered exclamation from Gertrude, but it was clearly my duty to assist the man, if there was anything to be done, and in spite of the repugnance I felt toward him, I offered my services at once.

The eyes, yet full of a pathetic longing, were closed, the body straightened, and the bed clothing laid smoothly over the poor little body.

There was nothing to be done, now, but to telegraph to Savannah for a box and an undertaker, and have the corpse placed in the baggage car.

Meantime, the man acted like one demented, saying so many incoherent things that I listened in mute astonishment as I would to one who was playing a part, but the conductor coming round, advised him to get some sleep, and as most of the passengers, indeed all but my sister and myself, were ignorant of the sad passing away, there was no commotion, and no curiosity.

I went back to my sister. She divined at once what had happened.

"She is dead," she said in an awe-struck voice.

I nodded.

"Poor little soul! Oh, I wish she had had some one to comfort her at the last."

"She had her husband," I said curtly.

"Oh, but he didn't seem to care—I mean he didn't express any tenderness by word or action," was her response. "And I disliked him very much. I think we'll sit up, if you don't mind—I—couldn't sleep with—that here."

So we sat up the rest of the night, I speculating on the unwonted circumstances and pondering over the matter—the man, and the vial of medicine.

Never was the dawn more welcome, as, gradually, the long line of sleepers came into view, and we waked from an unrefreshing sleep to find ourselves nearing Savannah.

By the time the depot was reached everybody knew that there was a corpse on board, that a woman had died in the night. I did not see the husband till some of the employes were bearing the

body out, nor indeed till after it had been boxed and put into the baggage car.

"Those great, beautiful eyes will haunt me as long as I live," my sister said. "What was there in them so appealing—so unlike any others I ever saw?"

"They were certainly haunting," I responded, and as I spoke the bereaved husband himself appeared. In his hand he carried a beautiful portmanteau with silver trimmings, which he held up for inspection.

"It's full of notions and knickknacks," he said, "and I can't bear to touch it, yet there are things in it that might spoil. Still if I must, I must, it ought to be put in order."

"Can't you attend to it?" I asked my sister, who overcame her repugnance to him sufficiently to assent, and took the bag. Perhaps a little feminine curiosity was in part responsible.

First she pulled out a dainty but crushed Parisian bonnet, very small, but unmistakably an importation.

"That hat cost more than fifty dollars," he muttered.

Next several richly embroidered handkerchiefs of the finest linen, scented with violet perfume. Then came a gold vinaigrette, and several pairs of the finest silk hose, that, crumpled though they were, had never been worn.

"Didn't she have a pretty little foot?" asked the man, airily, smiling with the naivette of a child. "I never saw a prettier one, with such an instep. Now look," as my sister pulled out an exquisite pair of slippers of the finest kid.

"Man!" exclaimed my sister, in a burst of uncontrollable dislike, "how can you talk of that—and she—lying—"

"Well—she's dead," was the cool response.

I looked at him, curious to take in the whole ensemble of this utterly unique specimen of bereaved manhood—this man who had just lost his wife.

Presently my sister came on a chamois bag, filled with jewels, he almost snatched it in his haste to pour its contents in her lap. How they blazed, diamonds, rubys, opals—that must have cost thousands of dollars—bracelets, rings, brooches.

"Who do you suppose I ought to give them to?" he asked coolly. "She has no

sisters—she was an only child, and her mother is too old for such things. I could keep them if I please. They were a part of her bridal gifts. We were married in the hotel De —, only six months ago. Would you try it again?" he asked, with a ghastly laugh.

I turned away to conceal my disgust, and caught the look on my sister's face. She had emptied the bag and was beginning to sort out its contents, with a view of putting them in order, but she had paused with some of the jewelry in her hand, to look at me.

"You see," the man went on "she was ten years older than I, too much of a disparity," and he shook his head. "To be sure, she looked like a girl. Her father idolized her and didn't want her to marry —old Judge L———but she loved me," and a curious kind of chuckle, so utterly out of keeping with the peculiar circumstances by which we were surrounded, ended the sentence.

"What in the world shall I say to the old man?" was his next utterance.

I confess that amazement at his shameless indifference took from me all power of speech—but not so with Gertrude.

"Do you mean to say that all the love was on her side?" she burst out indignantly.

"Oh, no—I—I didn't say that," he answered, assuming an interest he did not feel. "She was very pretty. She was an admirable musician—and—I have my card with me—I am a professor of music, in — mentioning a well known institution of learning. "She helped me, wonderfully. But she was imprudent, very imprudent. Look at that, we were on a vacation tour, and see what she ate," and he handed me a table-de-hôte menu card, against many of the luxuries of which, a mark was made, indicating what his wife had called for, and which, he intimated, had caused her illness.

"He is utterly disgusting," ejaculated my sister, when the man had gone. "Think of that uncalled for exhibition of his dead wife's appetite? Oh, how horrid! I never want to look in his face again. No man who loved his wife would do that."

Later the steward said to me in an aside:

"Queer chap that," nodding toward the sleeper that had lately been so gruesomely occupied.

"He is certainly queer," I said, speaking unwillingly.

"I know the fellow. There's been a good deal of talk about him. He came aboard with his mother, a year ago. Old lady was sick. Died before we reached New York. Some of the passengers were suspicious, but Lord, you can't arrest a man aboard the cars, on suspicion. Old lady left him forty or fifty thousand dollars, though. Mighty strange something is. Don't like him, though he tips well. 'Fraid he's a bad lot."

A few months afterward I was in a well known eastern city, visiting an old acquaintance, whom I had not seen for years. During the course of conversation I happened to allude to the incident of which I have written, and handed the card of the professor of music to him for his inspection.

To my great surprise, his whole expression changed. The cords of his forehead stood out, he flushed, then grew deadly pale, as from between his clenched teeth came the words:

"That scoundrel!"

"Why—do you know him?" I asked.

"Do I know him? He married my own cousin, as lovely a woman as ever joined her fate to a devil incarnate. Poor, beautiful child, we all warned her. Every member of her family despised him, her father in particular. But she was infatuated. Poor old Judge, he does not yet know that his daughter is dead. His life has hung on a thread for months, and he will join her soon. She is from one of the very best families in the state. Her wedding was a function to be remembered. They were married at the first hotel in the city. It made a tremendous sensation in the fashionable world. I think the poor girl was charmed with his music. As a musician, he ranks high, and has composed a few good things. I'll tell you the story:"

"One year ago, he was dead in love with a Miss Agatha Liston, and she was in love with him. The mother of the young lady opposed the match. She was a very rich woman, and threatened, if Agatha married him, she would disinherit her."



The girl would have run away with him, but he was in love with the money as well as the girl. Then he went after another heiress, my beautiful cousin. When they had been married about four months, Agatha's mother died, and then, I have reason to know, a lively correspondence began between Agatha and my cousin's husband. Do you know I think he is none too good to make away with his wife? There were gravemistakings when he brought his mother home a corpse. She left him money—she too, had been living in Florida. The scoundrel! Why didn't you wire for a detective? Why didn't you play the part of a doctor? Such people are always cowards. But then, of course, one dare not, on the merest suspicion arrest a man. Yet I can see what you think about it. He declared she died of typhoid fever. I had the box opened. They begged me to say nothing. The

body was black, though perfectly well preserved. It would have killed the old judge, so for his sake I kept silence. They wished to avoid a scandal in high life, don't you see? But by heaven! I should known what to do."

"And where is the professor, now?" I asked.

"Right here, in this city, and will be married in a couple of months to his first love, Agatha. Cards are out for the wedding."

A month after that I met the professor face to face in a crowded street.

He started, stopped and turned as white as death. I would not recognize him.

If ever assassin—if ever a mean, cringing, cowardly fear was written on a man's face, it was stamped on his. I wonder if he will ever forget the look I gave him? I wonder if that ever to be remembered night held a tragedy?



## \*WHAT SAVED TOM MARSDEN.

"Yes, Tom, I am certainly in earnest."

Tom Marsden, looking into the beautiful face of his companion, the face he had loved for years, and whose every expression he had learned to read, saw there far too plainly for his peace of mind the quiet resolution which had rung in the sweet voice.

"Don't you think it rather a humiliating thing for a man to be controlled by a woman's whim?"

"It is a serious matter to me. I am hardly the one who would ask anything of you for a whim."

"What is it but a whim?" and there was a gleam of anger in the brown eyes. "Just two months to our wedding day, and you say you wish to postpone the event a year. For a year I am to break with 'the boys' and keep a total abstinence pledge, before you will consent to our marriage. If this is your idea of manly independence it is not mine." There was a hurt look in the eyes raised to his, a slight flush on the sweet face, but the lips made no reply.

"You ought to know, Mildred," he continued more gently, "a man who had any

respect for himself could not do that. I really drink but little, and can stop at any time. I hope I am a gentleman and no slave to appetite. It seems to me very foolish to sign a pledge, and what would the boys think of me if I left the Club now? When we are married I will gladly give it up; our home and the society of my wife will be sufficient for my happiness. Until then, dear, you must allow me to be the judge of what is best."

"I shall not agree with you, Tom, but it is true that any man who allows himself to drink socially, and associate with men who do the same, is in great danger of drinking too much."

"Yes," he interrupted her, "I am aware you believe that, and, although I do not, I never question your right to refuse wine if you think proper. Still, I must say that I think you are rather unreasonable tonight, and I cannot understand what notion has taken possession of your mind."

Tom Marsden was a gentleman, but there was an angry ring in his voice, almost as if he knew himself wrong, but was determined not to own it. There was,

\*Written for the Ram's Horn, by Læa Clarke.

however, no anger in the gentle reply:

"You call it a 'notion;' just now you called it a 'woman's whim.' Are love and faith and life nothing then, beside a man's idea of independence and his pride? I will tell you, then, that I spent last Friday night with Bessie. You were at the club Friday evening?" The lovely eyes were fixed on his face as she asked the question, and noted the flush which passed across it, although she gave no sign as she added: "Perhaps you know that John was brought home in such a condition that Brown was obliged to put him to bed. You may know, what I had never dreamed, that it was not the first, second or third time it has occurred. I saw enough of heartache and humiliation during the long hours of that night to convince me that in total abstinence is the safety of manhood and the happiness of womanhood."

"I admit that John lacks will-power; he certainly drank too much Friday night, still it is not easy to see why I should be punished for his mistakes. My promised wife ought to have more confidence in me than to think I would ever so far forget her or myself as to stoop to that. I love you too dearly to ever cause such sorrow."

"I am not trying to punish you. I believe this is right and best for us both, or I should never have spoken about it, and for the same reason I cannot change."

Tom Marsden dropped the white hand he had taken and sprang to his feet.

"Your love for me must be as slight as your confidence," he exclaimed bitterly. "You will have time to become more reasonable before my return," and he left the room.

Mildred Winne drew aside the curtain and looked down into the brightly lighted street. "Poor Tom," she said sadly, "tomorrow to start upon that long journey, and gone in anger, with no good-bye."

When the last sound of the footsteps had died away in the silence of the night, she turned from the window and walked slowly up and down the handsome room. At last, as if answering some question, she said, "No, I do not think Tom suspected that I knew he, as well as John, drank too much Friday night. I wanted

to spare him that," and she added softly, "I will do my utmost to save you, dear, but even if I have to live my life alone, nothing, love, loneliness or sorrow, shall ever tempt me to be a drunkard's wife."

Two days later in the early dawn, Mr. Marsden left the warmth and comfort of a sleeper and seated himself in a very common car on the train, which was to take him many miles across the prairies to his destination. His attitude was still that of offended dignity. Only to think, when he loved Mildred so much, that she had so little confidence in him and his manhood. It is true he blushed even then, and felt heartily ashamed to remember, that only the same Friday night of which Mildred had spoken he had gone home very unsteady, but that was only once, it should not occur again, and she need never know. Then he started up with a sudden exclamation; "Could it be possible that Mildred had known about that?" So on and on ran his thoughts. Meantime the sun came up and the world grew bright about them. At one station he aroused himself to look at the people coming in. A lovely young mother, with a babe held tenderly in her arms, entered the seat before him. He noticed a sad look on the sweet face, and he did not wonder when a young man, evidently the husband, staggered up the aisle and dropped in the seat beside her. He was followed by the gray-haired conductor, who laid his hand on his shoulder, saying:

"Here's a seat on this side, Will, better give Anna more room with the baby," and settled him across the passage. Then he turned to the young mother, admired the pretty baby, and saying, "Grandma will be delighted with a visit from her grandson," passed on.

Meantime the brakeman had banged the door, and the train rushed on. But faster than the train flew the young man's angry thoughts. "Mildred does not care so much for me as I thought if she insists on this; she goes too far when she says what I shall drink and how much, a man could hardly be expected to submit to such dictation; she did not say it, but I suppose she must think I am in danger of being a drunkard. Well, I will show

her that I have more respect for myself than that. I am no slave to appetite. She has been everything to me for so long. I wonder how I could live without her, if she will not listen to reason."

As an accompaniment to his thoughts had been the wailing of the baby. Two or three stops had been made, and whether it was the confusion, the rattle of the train, or the strange surroundings, something sadly disturbed the little one. The poor mother tried in every way to quiet it, but all was of no avail. At last the father, whose half-drunken stupor was pierced by the loud crying, raised himself and lurched across the aisle, saying, "you are tired out, Anna, give me the baby," and took him from her arms. Tom heard the low, "Be careful, Will," as she relinquished him. As the man raised the baby, he tenderly kissed the sweet face, and then, with an effort, steadying himself between the seats, he attempted to toss the little one. Was it a sudden lurch of the car, or were the unsteady hands too clumsy to retain their hold? No one could ever tell how it happened, they only knew that the little white robed form fell with a sickening thud upon the hard floor of the car. Tom Marsden sprang from his seat, the conductor just entering the car, rushed forward, but it was the frantic mother who lifted her baby from the floor. Heedless of everything about her, the agony of the now thoroughly sober man, and the proffered assistance of the passengers, she held the little one in her tender arms and wiped the blood from the still face. Someone found a doctor on the train, but even he was not allowed to take the child from her arms, and Tom Marsden never forgot the look on the white face when it dawned upon her that her baby was lifeless. The next station was their destination. They were tenderly helped from the car and Tom Marsden was glad to see the heart-broken mother clasped in the arms of a white-haired woman before the train sped on its way.

Soon after the conductor dropped into the vacant seat and turning about, said in a choked voice, "Terrible, terrible occurrence."

"Yes," replied Marsden, "you seemed to know the young people."

"I have known them all their lives," was the reply. "Anna and my daughter were almost inseparable as babies, girls and young women."

"Unfortunately, the young woman seems to have married a man who has broken her heart," said the listener.

"No doubt that is true, but he grew up under my eye and a fine boy he was, the whole town was proud of Will. When he

returned from college—he carried off the class honors—there was no young man who stood higher in the community or had fairer prospects than he, but somewhere he had learned to love the social glass, and after he begun the practice of law, we saw that the love for the drink grew upon him. Poor Anna had a hard struggle. She plead with him to sign the pledge, but he laughed at her fears and told her he was too much of a man for that, he knew when to stop. Finally she told him she could never marry him unless he stopped drinking. Then he told her how lonely he was; how hard it was living as he did, to refuse the company of the boys; they must be married, for he needed her to help him keep his good resolutions; when he had a wife and a home, he would never go out with the boys; it would be so easy then to say no, so he plead and argued, until the poor girl, urged on by her love for him and hope of saving him, consented, and they were married. I wonder if girls will ever learn, that a man who will not control himself for their sakes before marriage, will try even less afterward. Strange that it should be so, but, sir, if you will believe it, they had only been married six months when he was brought home helplessly drunk, and now, after two years of married life, she is carrying home her dead baby, killed by a drunken father. Poor little girl," and the conductor gathered up his tickets and passed down the aisle.

The train rushed on, but a great change had come over Tom Marsden's thoughts. He had only to shut his eyes to see himself slipping down an inclined plane, faster and faster, while ever before him was a vision of the face he loved, white and pleading, the eyes full of beseeching, the arms outstretched in entreaty. The two hours which followed were full of earnest thoughts, and were never forgotten. The fruit they bore was this letter, written at his journey's end.

M——, March 20, 1896.

I solemnly promise, God helping me, that never again will I drink any intoxicating liquor of any kind.

THOMAS MARSDEN.

My Dear Mildred:

Never can I thank you enough that you were so brave and firm for what you knew was right night before last. Today I have passed through an experience which, added to your words, has changed my whole life. From being the friend of humanity's greatest foe I have become for all time its bitter, relentless enemy. I shall be with you Saturday night, as I must thank you and have the "good-bye" I missed, before going farther west.

Until then please let the pledge at the top of this page plead the forgiveness of your truly repentant and thoroughly converted

Tom.



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POSTOFFICE IN CEDAR RAPIDS, IOWA.—Subscription \$1.00 per year.

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## JUSTICE DEMANDED FOR AMERICANS.

The operation of Mexican law in holding trainmen responsible for accidents to their trains and fatalities arising out of circumstances over which they have no control, has been the subject of the most bitter criticisms and complaint by citizens of the United States who have worked on Mexican railroads. Such influence as has been brought to bear upon the Republic of Mexico to secure protection against unjust imprisonment or a trial within a reasonable length of time, has been but temporary, and has secured no permanent relief to our citizens, who have exhausted every means within their power to secure speedy judicial investigation.

A number of complaints have reached us from persons having an indirect knowledge of American citizens being held in prison for alleged offenses against the law of Mexico arising out of injury to Mexican citizens who were trespassers in the real sense of the word, but no definite or specific complaint followed that would give our Grand Chief Conductor tangible ground to work upon; still in the absence of specific complaints we are convinced that there have been and do exist scores of cases in which men are made to suffer persecution innocently.

We are glad to say that the Chamber of Commerce of El Paso, Texas, has interested itself in behalf of Americans en-

gaged in train service in Mexico. We hope and trust that their efforts may be more fruitful than the appeals that have been made to the several congressmen from the districts of their constituents who have appealed for protection to them.

The El Paso Herald gives the following and devotes a liberal space to this worthy and laudable action on the part of its honorable body. On the 10th of last April they unanimously adopted the following preamble and resolutions:

Whereas, it is a common method of judicial procedure in Mexico, in case of accident involving fatal or serious injury to Mexican citizens, in connection with the running of railway trains, to immediately arrest and imprison American citizens employed as conductors, or engineers, or in any other responsible positions on such railways; and

Whereas, American citizens thus arrested are in many cases held in prison for days, weeks or months without reasonable or sufficient opportunity to communicate with friends, or to take other measures for securing fair and speedy judicial investigation of the charges preferred against them; and

Whereas, such procedure is a substantial denial of the right of American citizens to protection in the lines of employment in which they have been permitted and even encouraged by the government of Mexico to engage; therefore be it

Resolved, that the El Paso Chamber of Commerce respectfully petition the United States Government to take such

measures as may be deemed proper and effective to secure to American citizens under such circumstances as above set forth the protection of their personal and civil rights as guaranteed by the constitution of the United States and recognized in civilized countries generally as reasonable and just.

Copies of this resolution were forwarded to Secretary of State Hay, the senators from Texas, the representative from the district in which El Paso is situated and other officials. The following letter was received from Hon. John Hay, Secretary of State:

Department of State, Washington, July 16, 1901.—Ernest E. Russell, Esq., Secretary Chamber of Commerce, El Paso, Texas: Sir—Referring to your letter of the 11th of last April, communicating certain resolutions adopted by the board of directors of the El Paso Chamber of Commerce on the 10th of that month, concerning the character of Mexican judicial procedure in respect to accidents occurring upon railway lines in Mexico, and to the department's acknowledgement of April 18th, I have the pleasure to inform you that the ambassador to Mexico, to whom the matter was appropriately referred, has submitted to the department, under date of June 27th, a full and comprehensive report on the subject.

It appears from Mr. Clayton's statement that the publications upon the subject which from time to time appear in the press of the country are greatly exaggerated. To illustrate this, Mr. Clayton narrates his efforts to investigate a recent sensational newspaper report that one Edward King, said to be a brakeman on the Mexican Central railway, and fifty-three other Americans, had been and were indefinitely imprisoned in the city of Mexico on charges of responsibility for railway accidents. He ascertained that no man of that name was or had been employed by the Mexican Central railway company; that the company had no knowledge of any of its employees having been imprisoned under similar circumstances; that Edward King was not and had not been imprisoned in Mexico City on any charge; and that, as a fact, no American citizens whatever are confined there on account of railway accidents.

Following up the investigation, Mr. Clayton addressed letters to the presidents of all the railway companies operating roads in Mexico, requesting to be informed of the number and nationality (Mexicans included) of all their employees engaged in the movement of trains, and to be furnished with a list giving the name and nationality of each one who had been arrested and imprisoned during the past year on charge of negligence causing ac-

cidents endangering life or property. He had at the time of writing received replies from the principal companies, representing 7365 miles of road out of a total Mexican mileage of 7912. From these it appeared that, out of a total of over 4600 employees of all nationalities, twenty Mexicans, thirty-two Americans and one unknown nationality had been arrested or imprisoned during the year. Most of these appear to have been soon released on bond, or on the guarantee of the company that the men should appear to answer the charge whenever called upon. Others, upon trial, have been acquitted. So far as these replies show, none of the men so arrested was convicted. In some few instances prolonged delay and detention had followed arrest.

While nearly all the companies disclaim all ground of complaint touching the treatment of their employees by the Mexican Judicial authorities, their answers are not explicit as to the time of detention, and the Sonora railway company merely reports the names of seventeen employees (eight Americans, eight Mexicans and one unknown), who had been imprisoned on account of railway accidents—from June 1, 1900, to June 1, 1901—a singularly large showing, it may be remarked, for a road having only 268 miles in operation and but sixty-two men employed in the actual movement of the trains. The eventual disposition of these seventeen cases is not stated.

The embassy is accustomed to exert itself actively to secure the prompt disposal of the cases of arrested American railway employees, *but not all such arrests are brought to its notice*. During Dr. Clayton's incumbency of over four years but twelve complaints of this character have been under consideration. They are as follows:

1. F. H. Anderson, engineer on the Sonora railroad, charged in August, 1897, with running over and killing a Mexican; detained on his own recognizance; discharged after a hearing, August 23, 1897.

2. J. E. Bradt and Jack Preston, conductor and engineer, respectively, on the Mexican Southern railway; imprisoned April 1, 1897, charged with the death of a fireman and the injury of three or four others; sentenced, January 3, 1898, to one year's imprisonment.

3. E. H. Hohne and C. H. Gaines, conductor and engineer, respectively, on the Inter-oceanic railroad, imprisoned April 18, 1899, charged with injuring two or three persons in a collision; released May 8, 1899, on \$300 bail; discharged November 24, 1899.

4. Edward Turner and G. B. Clark, engineers on the Mexican (Vera Cruz) railroad; imprisoned April 1, 1899, charged with negligence in causing a head-on collision that resulted in killing a fireman. Turner died in prison January 28,

1900, before termination of his case. Clark was convicted and sentenced to fourteen months' imprisonment, less the eight months spent by him in prison during his trial. Pardoned by President Diaz, August 1, 1900.

5. Henry Pike, engineer on the Mexican Inter-oceanic railroad, imprisoned May 5, 1899, charged with causing a collision resulting in no personal harm but damaging rolling stock; convicted and sentenced August 4, 1899, to one year's imprisonment from May 9, 1899.

6. T. W. Lewis, engineer on Mexican Central railroad, imprisoned September 26, 1900, charged with running over a Mexican; acquitted December 8, 1900; discharged December 20, 1900.

7. Albert Trask, conductor on the Tehuantepec railroad; imprisoned November 2, 1900, charged with causing a collision, resulting in no personal injury, and causing but little damage to rolling stock; acquitted and released February 9, 1901.

8. A. R. Jones, engineer on the El Oro and Mining railroad; imprisoned February 13, 1901, charged with causing a wreck resulting in two deaths and the injury of rolling stock; released May 11, 1901 on \$300 cash bond. Case still pending.

9. L. L. Granville, brakeman on the Mexican Central railroad; imprisoned March 18, 1901, for causing the death of a laborer by running over him; trial of case still pending.

It appears from the foregoing statement that out of twelve Americans arrested, four were convicted of the offense charged and sentenced to short terms of imprisonment, five were discharged, two cases are still pending, and one man, Turner (whose case occasioned protracted correspondence), died in jail after nearly nine months' imprisonment, while still awaiting trial.

Although the period of detention of such arrested persons, prior to release on bail or discharge, has in many instances been brief, there remain enough cases of protracted imprisonment, especially when the accused is held for trial, to warrant the repeated protests of this government against the delays of Mexican justice. In addition the ambassador has strongly pointed out that the difference between Mexican and American laws in respect to railway accidents works hardships to the employes in Mexico in that the agent, not the principal, is held responsible. As to this, the ambassador says:

"The trouble seems to lie in the law itself more than in its execution. In a conversation with M. Mariscal upon the subject, he informed me that he did not know of a single case, under Mexican law, where railway companies had been held responsible for accidents; that the policy of their law seemed to be to hold their employes responsible. I explained

to him how, in the United States, the opposite principle obtained, resulting in the railway company exercising the greatest care as to the efficiency and carefulness of their employes engaged in the movement of trains; that I believed if the same principle were adopted in Mexico the railway companies would pursue the same policy, which would result in a higher class of employes being employed and less accidents."

Mr. Clayton reports that Senor Mariscal has in mind the issuance of a circular letter upon the subject to the different judicial officers under whose jurisdiction such cases come, and that he will give the matter his very careful attention, with the view of bringing about the expedition of such cases and the prevention of just causes for complaint.

I have instructed Mr. Clayton to continue to remonstrate upon all proper occasions against the delay in discharging or bringing to trial Americans charged with the responsibility for accidents on Mexican railway lines, and to lose no opportunity to impress upon Senor Mariscal the proposition that the preventive and remedial objects of Mexican legislation in respect to railway accidents would be no less well—and perhaps better—served by following the general rule of law in other countries. The policy of protecting the public against loss of life or physical injury in railway travel through the criminal negligence of railway employes is enforced by penal legislation in the United States, and we should not, of course, indicate any opposition to that policy in Mexico, although keeping on the alert to remonstrate against abusive procedure thereunder. But, while not shifting criminal accountability from the shoulders of the employe, the same laws hold the employing company responsible in damages for injury to life, person or property through the acts of its agents. As the case now stands, it is not easy to see how the family of a person killed or the owners of property destroyed in such cases may be materially benefited by the prolonged imprisonment of a mere railway subordinate, while the sufferers remain without recourse against the company. An equitable division of responsibility in such matters would, it is thought, tend to the prevention of accidents and remove to a considerable extent the causes of complaint we are so often called upon to make in view of the needless and protracted confinement of our citizens in Mexico, besides distinctly inuring to the benefit of sufferers by such accidents. I am, sir, your obedient servant,

JOHN HAY.

The following reply has been sent to Secretary Hay:

El Paso, Texas, July 23, 1901.  
To Hon. John Hay, Secretary of State,  
Washington, D. C.:



Sir: I have the honor to acknowledge receipt of your letter of July 16, 1901, containing the substance of the report of Ambassador Clayton concerning Mexican judicial procedure in respect to accidents occurring upon railway lines in Mexico, and also setting forth at some length your own views and conclusions with regard to this matter.

I am instructed by the board of directors to express to you, on behalf of the El Paso Chamber of Commerce, cordial recognition and hearty appreciation of the interest you have taken in this question, and the efforts that have been made by Ambassador Clayton under your instructions to secure accurate information as to the grounds for complaint by American railway employees in Mexico.

The El Paso Chamber of Commerce respectfully proffers its co-operation and aid in securing further data, and will institute specific inquiry for the purpose of verifying or supplementing the statistics and information contained in your letter.

With a view to facilitating such farther inquiry and pursuit of the facts, we beg to submit the following observations, suggested by your letter of July 16:

1. It is conceded that some of the alleged cases of injustice can be traced to sensational or highly exaggerated newspaper accounts of unimportant incidents, or even to pure invention without any basis of fact.

2. We respectfully submit that the statements of the railway companies in Mexico are not to be taken as conclusive evidence, for two reasons: (1). The railway companies are interested parties, it being to their advantage pecuniarily, that the present procedure in Mexico, which throws the burden of liability upon the employee, should be maintained. (2). Railway companies in Mexico evidently do not make it the duty of their officials to secure and preserve records of such imprisonment of their employees. It is rather to the interest of the railway companies that they should remain officially ignorant of matters an official knowledge of which might imply obligation to assist employees in distress, or might embarrass the companies in their efforts to secure fresh American employees to replace those who have suffered injustice in discharge of the duties incident to railway service in Mexico.

3. Railway companies may well "disclaim all ground of complaint touching the treatment of their employees by the Mexican judicial authorities," as noted in your letter, since the Mexican procedure relieves the company of responsibility for accident and throws the responsibility upon the employee.

4. It is noted in your letter that the answers of the railway companies to Mr. Clayton's inquiries are "not explicit as to the time of detention." We respect-

fully submit that this is a vital point. It is a fundamental principle of our law that justice shall be not only sure but speedy. It is highly important to know how many days or weeks or months the imprisoned American citizen must spend in the Mexican jail, enduring the conditions and subsisting upon the food characteristic of Mexican jails, among people of strange race and tongue, through whom he is powerless to send any message that might bring to his relief the mighty forces of the American state. You have noticed the "singularly large showing" of American railway employees imprisoned in the state of Sonora during the past year, with no account rendered as to the eventual disposition of their cases, and with no assurance that there are not today American citizens dragging out miserable lives in unjust imprisonment in some of the jails of Sonora.

5. No one doubts that the American government through its state department and its embassy to Mexico proposes to employ all means deemed proper, practicable, and effective to protect the rights of American citizens in Mexico. But, as noted in your letter, "not all such arrests are brought to its notice." It is this fact which calls for further action by the American government, to the end that every American citizen employed in Mexico shall be assured of opportunity to bring any case of alleged injustice to the attention of the American embassy. The fact is significant that, as noted in your letter, "during Mr. Clayton's incumbency of over four years, but twelve complaints of this character have been under consideration." It is commonly believed in this part of the United States that accidents leading to such imprisonment in Mexico are much more frequent than is indicated by the statistics received by Mr. Clayton from the railway companies. The fact, as noted by you, of the 32 reported cases of arrest and imprisonment of American railway employees in Mexico during the past year, eight cases are reported in connection with the 268 miles of railway in Sonora, leaving but twenty-four cases reported for over 7,000 miles of railway throughout the rest of Mexico; and the further fact that out of a total of sixty-two railway employees in train service in Sonora, seventeen were arrested and imprisoned in one year, while but thirty-six arrests are reported for the remaining four thousand employees throughout Mexico—these facts are if not conclusive proof of the unreliability of the statistics, significant enough to warrant and urge further inquiry.

Inasmuch as your letter contains a detailed report as to but nine of the twelve cases of complaint under consideration during Mr. Clayton's incumbency, it is inferred that a sheet containing the report regarding the other three

cases was inadvertently omitted from your letter.

We are gratified to note your conclusion, as stated in your letter, that "there remain enough cases of protracted imprisonment, especially when the accused is held for trial, to warrant the repeated protests of this government against the delays of Mexican justice." We are equally gratified to note the vigor and persistency of the American state department in pressing upon the Mexican government the propriety and advisability from every point of view except that of the pecuniary interests of the railway companies, of amending the Mexican law so as to bring Mexican procedure into conformity with that of the United States and other nations with respect to the incidence of responsibility for accidents in railway service.

We beg to suggest that more complete, accurate and reliable information can be secured through the organizations of railway employes than through the reports of Mexican railway companies or Mexican officials, regarding cases of alleged unjust imprisonment of American railway employes in Mexico. To invite reports through this suggested channel would probably result in bringing a large number of cases of alleged unjust imprisonment before the state department. In many of these cases doubtless the imprisoned American would be accorded substantial justice by the Mexican authorities without appeal to his government. But the very fact that the prisoner is assured of quick and easy appeal of his government, will be the best possible safeguard against injustice, and the strongest possible guarantee of a speedy trial and disposition of his case. Moreover, if but one American citizen out of a hundred thus arrested were by this means protected against prolonged imprisonment or unjust sentence, the personal right to life and liberty guaranteed by the American constitution to every American citizen, fully establishes the obligation of the United States government to secure to this individual citizen both the protection of the American government and the opportunity to present his appeal for such protection.

I have the honor to be, sir, with great respect, your obedient servant,

ERNEST E. RUSSELL,  
Secretary.

Without doubt every man in train service in the United States will feel grateful toward Mr. Hay and Mr. Clayton for the action they have taken. The honorable body that is prosecuting this investigation also deserves our gratitude. There are circumstances beneath the surface that are hard to reach in securing

anything like accurate data, as will be seen from a statement taken from an employe elsewhere in the same issue of the Herald. It says:

Another railway man, who, because of his connection with railway service in Mexico, did not wish his name used, made a statement that will doubtless prove very interesting to Secretary Hay and Ambassador Clayton. Referring to the second paragraph of the secretary's letter, relating to the case of Edward King, this man said:

"Years ago Edward King was employed as passenger conductor on this division of the Mexican Central. If I am not mistaken, O. H. B. um took King's train when King went to work on the Vera Cruz road. King was also at one time superintendent of bridges and buildings for this northern division of the Mexican Central. King and perhaps others were arrested last spring and placed in jail in Mexico City. They were released on bond, pending trial. King came through here in April on his way east and related his story to us. Later he returned to Mexico to stand trial. I do not know the result, but presume he was acquitted.

"I cannot conceive how the Mexican Central company could have reported that King had never been in their employ."

We regret that influences combine to keep the truth from coming out in so serious a matter as this. If King did really exist then the authorities of the Mexican railways have a reason back of their denials that should be exposed. We have no doubt that the members of the several organizations have been waiting for just the opportunity that this affords to appeal to their congressman for their assistance, and if we are not successful in influencing a change of Mexican laws to correspond with our own in so far as they hold the employe liable for acts for which the company is liable, we can at least secure prompt hearings for those who are so held. Our own laws provide severe penalties for criminal negligence of railway employes and we should not presume that such a law should not have the same force in Mexico, but there are other points in Mexican law that hold the trainmen for accident when according to our laws the company is clearly to blame. An alertness on the part of our consuls may be the means of checking the abusive procedures but it remains a matter for Congress to take up to secure by its influence those changes in Mexican law that makes the railway companies responsible for the acts of its agents.

## WHEN DID CHANGE OF HEART TAKE PLACE?

If we could draw together from all parts of the country the representatives of the many municipalities that are stretching forth their hands for a share of the Carnegie wealth in order to found libraries, we would be surprised at the multitude. Of course these gifts are provisional and depend upon a certain proportion of the entire amount to be vested in the library to be donated by the city itself as a guarantee to the faithful performance of the proposition. It is wonderful, too, how quickly these propositions are met by the representative citizens of the community who have suddenly grown interested in a public library for the benefit of those too poor to have a library of their own. Until Mr. Carnegie began giving away his wealth to this end, their bump of philanthropy remained abnormally small and probably never would have developed one iota had not their ambition been awakened by a desire to be associated with this greatest of iron kings in leaving behind him a memorial to his name only. Philanthropy is an empty sounding phrase when coupled with donations of this character. It but poorly represents that spirit that prompts a deed of good will and benevolence toward the whole human family—a desire and readiness to do good to all men. He is a good Samaritan who attends the wants of the suffering and distressed.

There is another chapter to the life of this magnate who is being lauded for his generosity and sought for his wealth for the endowment of libraries. He did not always entertain the same ideas of philanthropy that are being accredited to him. It may seem ungrateful at this time to draw aside the veil and show the pitiful picture that followed the Homestead massacre, but it is a truthful picture nevertheless that brings to view the opposite side of the man's character. Had Andrew Carnegie possessed that real love for mankind, that interest in his humble employe who helped to build up the massive fortune that he is now giving away under the garb of philanthropy, would he have denied the pittance they asked in justly earned wages?

The Railroad Employe produces an article from the pen of Mr. J. T. Welch, who hits the bulls-eye in every sentence he writes. He says:

Andrew Carnegie is still giving away libraries, a very praiseworthy object. But how did Mr. Carnegie make all this money, and now having spent his life making it, why is he giving it away? Simply trying to buy peace of mind, that's all. He, with his millions, is not half so content as I am with my one dollar and sixty-six cents per day. Mr. Carnegie started too late to give his money away. He should have paid his employes a few more cents per day and his conscience would not be troubling him at this late hour. Of what use is a library to a man who cannot read or who has no time to if he could. If Mr. Carnegie will only look around him he will see many things and many places where he can do more good than by establishing libraries. There may not be so much honor in it, but worldly honor and notoriety will not count for much before the great white throne above, when his turn comes to face the Judge of the Universe. Why not take some of the little children out of the factories and send them to school? Perhaps the rich don't see these things, but I do. Every morning I meet a little boy and girl, scarcely large enough to be trusted out alone, struggling along to work with their pinched faces and stunted bodies. That little couple walk over two miles every night and morning and work eleven hours and thirty minutes a day for about three dollars a week. Here is a field for this man who says to die rich is to die disgraced, and I venture to say that he will obtain more peace of mind by far by helping a little couple of this kind than by giving a library to Purse-in-Kill and being given two columns in the New York Sun.

Mr. Carnegie was once a poor boy himself and probably knows what privation means to a certain extent. As a workman he must have been associated with those who suffered more or less for the necessities of life. His daily contact with those who served him must have impressed him of their condition. Had his generosity been of that nature that inspires the true lover of mankind to deeds of benevolence, he had ample opportunity to exercise it long before this time. It has been said that a man in his position cannot understand the suffering nor needs of those in humbler stations of life. No

sane man would make such a statement, much less to try to stretch the mantle of charity to cover the imperfections that were manifest during his struggle for wealth. He succeeded almost wholly through his indomitable will and corresponding ambition—an ambition like Napoleon's, that urged him on, deaf to suffering and want, he has reached the highest pinnacle of success and "looking around for more worlds to conquer," like Alexander, he sees nothing to attain to except the honor of having erected to his name a lasting memorial to his munificent gifts.

Of what benefit are these piles of masonry with their almost countless volumes to the poor man who cannot read, who toils day by day beneath the ground or in the vast furnaces that turn out the products that have made Andrew Carnegie's vast estate? Of what comfort are they to the widow who was robbed of her support in that struggle for what they believed to be just and right at Homestead? What benefit to the pale, pinched-faced children whose very condition and forced servitude makes it impossible to enjoy these libraries? It is true that these libraries afford a most valuable fount of knowledge to those whose surroundings makes it possible for them to visit them, but even to them all that these opportunities afford is not to be compared to

the appreciation that the same amount would bring if distributed among the workmen in shape of living wages that would enable them to live like Americans and build up their surroundings, thus fitting them to send their children, at any rate, to enjoy the privileges that are now exclusive to that class of society that enjoy a higher wage rate.

The rendition of the classic operas by Wagner is not appreciated by the untrained ear; it desires something within its range. So the gifts of Mr. Carnegie apply to the humble workman who desires something to gratify his physical appetite rather than a supply or overabundance of mental food. However, we believe this sort of reasoning lost upon this occasion, from the fact that we believe that at no time was it Mr. Carnegie's purpose to make these provisions from a purely philanthropical motive. It is our opinion that the same selfishness that has attended all his actions in conducting his affairs in treating with his employes, characterizes his actions in providing libraries at this day, at any rate Mr. Carnegie will have to pursue methods more within our interpretation of the definition of philanthropy before we will believe that he is prompted by humane motives toward his fellow man in the endowment of libraries.



### THE BROOD OF THE INJUNCTION.

There is no one but will agree that the enforcement of all law requires the action of officials, and wanting that, would remain a dead letter; still, the power delegated to our judges in the manipulation of that handy weapon, the injunction, impresses us with the belief that the field of action has no boundary lines and that, in the restriction of personal rights and privileges and the freedom and liberty guaranteed us by the constitution of the United States, we are approaching the line where the authority of our judges borders on autocracy.

The Bulletin of the Department of Labor published at Washington, defines

the meaning of the Constitution and the revised statutes in their application to domestic disturbances, in the following language:

Section 4 of Article IV of the Constitution of the United States provides that the United States shall protect every state against domestic violence upon application of its legislature or of its executive (governor) when the legislature cannot be convened. \* \* \*

Sections 5298 and 5299 of the revised statutes say that the President may, and it shall be his duty, to employ the land and naval forces of the United States whenever by reason of insurrection, domestic violence, unlawful obstructions, conspiracy, combinations, or assemblages of

persons it becomes impracticable to enforce the laws of the United States by the ordinary course of judicial proceedings, and when the execution of the laws are so hindered by reason of such insurrection, etc., that any portion or class of the people are deprived thereby of any of the rights, privileges immunities, or protection named in the Constitution and laws. Under these sections when, in any state or states, the result of a strike or lockout or other labor trouble is to put Federal property in danger, to obstruct the carrying of the mails, to interfere with interstate commerce, or prevent the enforcement of the decrees and mandates of the Federal courts, etc., it seems clear that the President has authority to use the military forces of the country to enforce the laws and protect the operation of affairs under same.

The Chicago strike of 1894 is cited as an example of this kind by the Bulletin and is followed by a decision of the United States Supreme Court enumerating the powers of the Federal government. In that decision the following language is employed:

Summing up our conclusions, we hold that the government of the United States is one having jurisdiction over every foot of soil within its territory, and acting directly upon each citizen; that while it is a government of enumerated powers, it has within the limits of those powers all the attributes of sovereignty; that to it is committed power over interstate commerce and the transmission of the mail; that in the exercise of those powers it is competent for the nation to remove all obstructions upon highways, natural or artificial, to the passage of interstate commerce or the carrying of the mail; that if the emergency arises, the army of the nation and all its militia are at the service of the nation to compel obedience to its laws; that while it may be competent for the government to forcibly remove all such obstructions, it is equally within its competency to appeal to the civil courts for an inquiry and determination as to the existence and character of any alleged obstructions, and if such are found to exist, or threaten to occur, to invoke the powers of those courts to remove or restrain such obstructions; that the jurisdiction of courts to interfere in such matters by injunction is one recognized from ancient times and by indubitable authority; that the proceeding by injunction is of a civil character, and may be enforced by proceedings in contempt, etc.

The bulletin declares that the above decision establishes a prestige which may be taken by judicial authorities to protect

the workman in his employment, and says:

"It is a principle of our law that when there are interferences, actual or threatened, with property or with rights of a pecuniary nature, and the common or statute law offers no adequate remedy for the prevention of irreparable injury, then the jurisdiction of a court of equity arises, and it may interpose upon a proper presentation of the facts and issue its order or injunction as to what must or must not be done. \* \* \* \* \* Thus in the case of labor disturbances growing out of strikes, etc., many of the acts of the strikers and their sympathizers, designed to hinder or obstruct the conduct of business, may be contrary to law and criminal offenses, for which certain penalties are provided, or, if not criminal, yet their results may be so disastrous to the rights and interests of others that civil action for damages against perpetrators might be maintained. As a rule, however, neither the criminal prosecution of offenders nor the successful prosecution of damage suits provides an adequate remedy for loss and annoyance suffered. Something is needed to be done to stop at once the destruction of property, the obstruction of business, and the loss of employment by those willing to work. The necessary remedy is found in an injunction or order issued by the court and directed against the offenders, commanding them to cease from all illegal practices which tend to prevent the conduct of business by the employer, and, consequently, the working of employes willing to work. \* \* \* \* \*

It will be seen that the interpretation of the decision of the Supreme court has hatched out quite a brood and from the evidence to follow there are still more varieties to come. It may be that a construction is possible that takes in all the the various specifications enumerated above and which are almost daily being made the subject of an injunction, but we are unable to grasp them. We agree, however, that some of the specifications should stand subject to a law intended to prohibit or restrain, but when a legal act on the part of an individual or individuals is decided to be an illegal act under circumstances that ordinarily would be perfectly legal, we do not concur in the opinion that such a law is equitable or just. What is right for one is right for all, and what is right one time is right all the time. Right is like truth, it is unchangeable and everlasting. The complaint we make is not directed against

the power of the injunction commanding men to "cease from all illegal practices which tend to prevent the conduct of business" but against the interpretation of what constitutes an illegal act. Injunctions have been issued to restrain men from quitting an employer when it was clearly shown the wages paid was insufficient to live upon. Let us reverse the situation. Could these same men have secured a writ restraining that employer from closing down his factory and compel him to operate it a loss? There is no man who earns his bread by the sweat of his brow would think of demanding such a sacrifice.

The Indianapolis News furnishes an example of the far-reaching power that the injunction is being made to subserve in the following:

The injunction business is being very much overdone. Instead of being an extraordinary remedy, it is becoming quite the usual thing. Strikers have recently been enjoined from picketing the shop of their employers, some of the courts even going so far as to say that they may not even talk to the men proposing to take their places for the purpose of dissuading them from doing so. Courts have enjoined not only criminal action—which of itself is a procedure of doubtful wisdom—but discourteous action. Nor are the Federal judges alone responsible for the extension of the functions of the writ of injunction. One of the most sweeping, and, as we think, indefensible injunctions ever granted, is that recently issued by Judge Gager, of the Superior Court of New Haven. Of this the New York Evening Post, certainly not a professional friend of the laboring man, says:

"Judge Gager would rob the workman of the direct and ordinary methods of enforcing his views, and bring the machinery of law to work in an entirely unusual way in favor of his adversary. If there is any time in which the law should be applied with caution, moderation and

fairness, it is in connection with the settlement of questions involving the ultimate welfare of society. There is, in these questions, no temper of criminality, but simply a wish to assert and maintain rights. The judiciary already suffers from the suspicion among workingmen that it does not and will not bring to this class of questions sound and unbiased opinion. Workmen would feel that they might as well be arraigned before the company with whom the controversy was opened as before a man like Judge Gager."

All of which is true. The situation is made much worse by the fact that in many cases injunctions are sought by trusts which are themselves not infrequently the most flagrant law-breakers, some of them existing in violation of the law. Every injunction that is granted to a trust against its employes will almost certainly have a bad effect. Therefore, it is of the utmost importance that no injunctions should be granted unless the case is clear. It would be a most unfortunate thing if the workingmen should get the impression—and many of them have it now—that the courts and the trusts are in alliance against them. And we are all interested in the maintenance of political rights. Men must be allowed to go to considerable lengths in maintaining them. A judicial despotism is as bad as any other sort of despotism. The conclusion is that the injunction should be sparingly used in controversies between employers and employes. The courts themselves will be strengthened by conservatism in this matter.

This is judicial despotism with a vengeance! The autocracy of the Czar of Russia no longer stands unparalleled. When men are denied the freedom of speech—when they are commanded to desist from giving voice to their complaints or from raising them in appeal to their fellow men, a condition bordering serfdom is close at hand and the Constitution upon which our liberties are based, becomes a farce.



### SWEAT-SHOP GOODS.

The question of what kind of surroundings affected the manufacture of the shelf-made goods that many purchase never enters into consideration. It seems sufficient that the garment gives the promise of wearing well and fits well. If one will but visit the mean, squalid

quarters in which many of the garments are made that are sold all over this broad country, and which are worn by many who have declared themselves friends of organized labor, they would wonder that disease was not more prevalent. Organized labor is the enemy of the sweat shop



and its label is a guarantee of goods made in wholesome, ventilated apartments. Every dollar invested in sweatshop goods is a premium paid on disease and a blow at organized labor that is trying to better not only its own condition but ours as well. If organized labor everywhere would try to understand this condition of affairs and patronize goods bearing the union label only, the overworked, underpaid men, women and children who toil at starvation prices and while suffering from disease, would be a thing of the past.

The Chicago Record Herald expresses itself forcibly in this connection and says:

The problem presented by the New York sweatshop workers is a problem common to all large cities, and it is one that must be worked out along humanitarian lines. Business is business, to be sure, but for that very reason it has to consult public sentiment more and more, since public sentiment is a growing power, and everywhere there is a vigorous, moral protest against the sweatshop system. This protest will be the mainspring of action, and it will be felt in dollars withdrawn from trade. Then business will acquiesce in the argument of dollars, but the victory will be one of morals and of justice.

That the system is an anomaly in this country is perfectly clear. It was established through the helplessness and the necessities of large groups of ignorant foreigners who huddled together in poor tenement districts without knowledge of our language or institutions, and took what work was offered them in desperation. The labor thus begun in desperation has continued in desperation because the people have no power of initiative.

Their condition deprives them of opportunities also, and so tends to perpetuate itself. Men, women and children who are overworked, underpaid, robbed by those who contract for them, insufficiently housed, clothed and fed, must inevitably be shown the way to improve themselves from the outside.

Taking their disadvantages and oppression in the order indicated, it appears that the New York strikers have to work from eleven to eighteen hours a day, and that in this time they earn about \$8 a week. Often the contractors who engage them collect their own bills from the merchants and neglect to pay any wages at all. The homes of their victims are the meanest of tenements, which arouse the horror of charitable associations. There are, perhaps, several occupants to every small room, and in these poorest of shelters wretched food and clothing is a matter of course.

The whole situation is abominable as well as un-American, and it cannot last. Every strike will excite public sympathy for the strikers and a hostility toward those who profit by their misery which may bring the question to a very sharp issue and a settlement for the better at any time.

Those who have never had opportunity to visit the quarters in which those goods are made cannot understand the terrible possibility that attaches to wearing garments made where disease and filth predominate to the extent that we find in these sweat shops. We can only call attention to them here and ask that our own craft exercise care in selecting only such garments as bear the guarantee of cleanliness and good workmanship. These are found bearing the union label.



## CLOSE THE GAP.

There is almost a unanimity of opinion that the Chinese Exclusion Act, which expires in force on May 5, 1902, should be re-enacted. The recent experience with China is only the least of reasons for remonstrating against a relaxation of the laws for their rigid exclusion from our country. The steady influx of Chinese is proof conclusive that the exclusion act as it stands is not effective, still the barrier it presents is better than no barrier at all, and with the hope of maintaining

even the small protection that it does afford, American laboring men will, through their organizations, appeal to Congress for its re-enactment. At the same time it will be shown to what extent smuggling is carried on and it is proposed to urge the enactment of an amendment to the present law, in case it is decided by Congress to re-enact that statute in its present shape, seeking to avoid smuggling, and with this loophole effectually blocked, Secretary Morrison

says, it is believed that the incursions of all such aliens will be completely stopped.

In an excerpt from a Washington paper Secretary Morrison says:

There is no doubt that the failure of Congress to re-enact the law would work wholesale harm to the American laboring man. Take the situation out in the state of Washington, for instance. In that state there are hundreds of Chinamen employed in the mines and in the fishing interests. They are paid miserable wages by their employers, who are only too glad to secure their services at such starvation rates as the Chinamen ask, and the result is that many a good American is denied the opportunity to make a comfortable living for himself. The Chinaman under the law is not naturalized, and unlike many of the other foreigners who come here to work he has no sympathy for American institutions, and nothing in common with the American people. In case the law is not re-enacted this condition in the state of Washington will prevail all over the country. Thousands of Chinamen are only waiting for the nullification of the law in order to come to this glorious haven of labor and freedom, and if the barriers are lowered they will come here in large numbers and as fast as the trans-Pacific steamers can carry them.

There is no doubt that hundreds of Chinamen are smuggled into our country over the Canadian border every year. The officials of the country are enforcing the statute to the best of their ability, but it seems that as the law is now framed there is no effective provision aimed at entry from this source. We want the addition of a provision directed at this practice and hope to arrive at a solution of this feature of the question before May next.

The committee appointed at Louisville to confer with the immigration officials on the exclusion act, visited Ellis Island in New York some weeks ago, and while there made an investigation of the workings of the alien contract labor law.

"We found," said Mr. Morrison, referring to this subject, "that it is virtually impossible for the immigration officials to exclude one-tenth of the laborers who come to this country under contract to work. There is no way to get at such immigrants. Hundreds who come in have been prompted before their arrival here and when questioned by the inspectors know exactly what to say to evade the law. There is no proof obtainable that these men are under contract, so that the officials are obliged to let them in.

"It has been proposed to make an example of some of the immigrants by selecting them at random, so as to keep others intending to come in with illegal intent uncertain as to their fate; but it is

argued that this system of enforcing the law might work hardship upon innocent people. So far we can see no solution of this problem."

In considering a matter of this nature we are too often prone to selfishness and are given to a way of reasoning that only takes in the narrow confines of those things that affect our personal interests without giving freedom to the broader principles upon which success to our fellow-workers depends. We agree with those who are inclined to argue that the Chinamen does not enter into direct competition against us in train service and that we have not reached the bridge that threatens our safety, but this is not so far an impossibility that we can afford to deny our assistance to those whose interests are now threatened, by any means. If there be no other inspiration American pride should rise up in wishing to expel the Mongolian who has no interests in our institutions or laws. He offers his work in competition at figures that drives American labor out or drives it to the wall to live as best it can or starve.

Perhaps our view of the laws of immigration taken as a whole is entirely too radical to suit many, but we cannot help but cling to the text of our argument in a previous editorial, that we throw open our ports to all alike who wish to land upon our shores, *who are able to read the Constitution of the United States intelligently in the English language.*

The dangers that beset the interests of the American laborer are not confined alone to Chinese, but to every illiterate immigrant who knows nothing of our customs and laws. It has been said that such a law would practically exclude all nations except the English, and many of these from the fact that a large percentage is illiterate who come to our shores. Let us look what hardship such a law might bring to the laborer of this country. With the steady growth of business the demand for labor would not be turned away with the expression, "I have three men for every job now." Still, under this restriction of qualification to citizenship or admission to our country, this condition of affairs could not last long, for we would soon find those who would master our language and study the fundamental

principles upon which our laws are founded in order to gain admission here.

Ten such as these, possessing a knowledge of our customs and laws would be worth more than ten-fold their number chosen indiscriminately as they now arrive on our shores.

Will any one deny the wholesome effect that such a law would have upon us as a nation? Is this then not our greatest aim? Immigration statistics present some startling disclosures and if one will but take the time to consider the menace to labor that the present influx threatens, it will convince the most skeptical that drastic measures will soon have to be adopted to protect American workingmen.

The law of supply and demand is no less applicable to labor than to any other commodity and it does not need any argument to show us that with the present influx wages is bound to be affected and those conditions follow that are incident to hard times. Only the phenomenal stability of business enterprises has been responsible for the absence of the hard times that fall upon us periodically, but even this prosperity cannot always remain with us. There will come a time when "the mine is worked for its worth" and hard times again come upon us that the horde of foreigners who are arriving by every steamer will compete with us, for the "price of a loaf" and then we will see the necessity more clearly under the stress of an empty stomach, for placing a

more formidable barrier against those who have already made labor a drug on the market.

The federal constitution could be amended to cover an exigency of this nature if conditions warranted that action on the part of our government. Our greatest enemy to such legislation would be that class of capitalists who employ cheap or contract labor and who are the very ones that are now encouraging immigration. Others indirectly affected would also protest against such legislation, fearing a drouth in the labor market that might influence the prices paid for wages. The hardship worked upon either class through such a law becoming effective, would not be half as great as the hardship that the laborer is compelled to face in the influx that is pouring in, making two and three men for every job.

While we do not agree that the provisions of any act is fair that discriminates, either as applies to individuals or nations, the conditions which obtain for the laborer of this country are of that importance that we are willing to accept any proposition that has in it a relief, be it ever so small, for the laborer. The re-enactment of the Chinese Exclusion Act promises this, and we earnestly hope that the same will be re-enacted with the amendment that has been proposed to stop the practice of smuggling Chinamen into this country.



## ON THE TAMPICO BRANCH.

A. E. BATES, KNOXVILLE, TENN.

The trainmaster's brains are bothered with trains  
That are coming and going away;  
And the drivers and Con's, who are out on the runs  
Are wondering how long they 'll stay.

For life on the rail is uncertain and frail;  
Full of dangers and hardships and toils;  
Work hard every day, get "dobies" for pay,  
While the officials come in for the spoils.

There 's many a slip twixt the cup and the lip;  
In railroading most specially true;  
A slightly turned switch and they 're all in the  
ditch.  
Engine, box cars and crew.

It matters not, who is into the plot  
To ditch a fast rolling train,  
The scoundrels go free, we frequently see,  
Yet they always find someone to blame.

When the poor railroad slave is laid in his grave,  
From loved ones far, far away,  
The angel of light will stop in his flight,  
Then kneel for a moment to pray;

And he 'll ask Him above, for the sake of His love,  
To let justice be done here below.  
Give to all Con's, a passenger run  
On the Central in old Mexico.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

Auxiliary 14 is prospering nicely. Let me say a few words of encouragement—the word sociability explains itself, we all know the meaning of it, or if we do not, let us dwell for a moment here. When I hear the word sociability I think of a disposition to associate and converse with others, but there are a great many ways of applying this word, or rather, a great many ways of being sociable.

We meet with a great many kinds of society as we journey through life. We meet different kinds of people each day. Some are sociable and always willing to give a helping hand, others are selfish and do not like to be troubled or annoyed. Oh, how nice when we are lonely and in a strange community, with no friends or relatives, to meet with a sociable person. Such a person recalls to our memory home, and dear friends left behind. We can make friends of such persons, and ere long we are no longer lonely but contented and happy. Sometimes we travel a great distance before we meet with such a person, for such persons are very rare indeed. We may meet persons who are prone to be very sociable and kind, but are they true? Sad, sad indeed it is to say, we sometimes find those whom we considered our best friends false. They are sociable and kind when with us, but their selfishness overcomes their sociability and kindness and they become false. In some communities we find the people distant and not sociable, ever ready to quarrel and talk about the strangers among them. Oh, what must be the feeling of a person so situated! I think they would be tempted to say quite often: "If I were only home again, or had I just one kind friend to utter one kind word in my behalf!" Undoubtedly they recall the words of Victor Hugo, as he entered a little village and found the people ready to talk about him on all occasions. He said: "There are many tongues that wag, but few heads that think." I think when some people are talking, or as they would say expressing their thoughts, they do not think how much pain one little word may cause—yes, one foolish word, for, remember, a word once spoken can never be recalled. Now, I think we should all endeavor to be sociable and kind, and when we are tempted to say unkind words, just think, I know not where they may light. We all meet, but we know not for how long, and when we part let it be with a kindly feeling toward all, for

we may never meet again. But we hope to meet some day as one society, and there we shall understand clearly the meaning of the word sociability. Did Jesus of Nazareth pass by your way? Was he sociable and kind to you? Pass it on to others. "For except ye have Charity what profit ye." All friendship, all love, human and divine, is spiritual. When we say friendship, we mean the clasp of the hand that comes from the heart. Take the hand of a Sister, and give her of your strength and heart love to lean upon. Let her see that you love her and have faith in her, and may we be to others' faults a little blind, and to their virtues ever kind. Therefore let us unite our efforts as the different members of one body to the grand Order to which we have pledged support. MARY M. DUBOIS.

Ottumwa, Iowa.

Editor Railway Conductor:

Language is inadequate to express all that we saw and heard and the great pleasure we derived from the trip to the convention at St. Paul. So much has already been written in reference to it I deem it useless for me to go through with it again. We were royally entertained by St. Paul—nothing left undone to make our stay pleasant. I can truthfully say that no finer body of men or women were ever assembled together. I am proud of the O. R. C. May it long live and continue to grow until every conductor in the United States shall be a member. Auxiliary 43 is still growing in numbers. A delightful tea was given by Mrs. N. S. Garr, of North End. All report a charming time. With many kind wishes.

Atlanta, Ga.

Mrs. JULIA A. HAINS.

Editor Railway Conductor:

Owing to the extreme heat we disbanded until the last meeting day in September. A good many of our members are out of town and others contemplate going. Our President, Sister Corey, leaves on the 27th for the Pacific coast. Sister Wolfe is visiting in Denver, Colo. Sister Gould and children are in Meade, Kansas. We had a most enjoyable time at our last meeting, and the spirit of conviviality was dominant. The gentlemen were rather conventional at first, but when Brother Dodge stepped forth to lead the vaudeville the rest soon followed. While it was pretty warm to dance it was pleasant eating ice cream and cake.

Sister Pond brought home a glowing report of the convention at St. Paul, and words of praise of the kind hospitality shown the delegates. I feel sure we were well represented, as Sister Pond is a worker and has the interest of the lodge at heart. While it seems hard to keep cool and pleasant and perform household duties this warm weather, it is a great deal more difficult for some of us to live up to the motto we should strive to follow. The unforgiving spirit which pervades most organizations is certainly a detriment to good work. For this reason it is important that we should meet all enmity in a charitable spirit and should be ready to forgive. "Let not the sun go down upon wrath, but write thy wrongs in ashes." Draw the curtain of night upon the injuries, shut them up in the tower of oblivion and let them be as though they had not been. To return good for good is human; to return good for evil is Godlike. While we are all a lot of erring creatures at best, we should not be exacting with others. Now let us unite our efforts in the up-building of this Auxilliary, which we pledged ourselves to support. I sincerely hope when we convene again that we will see more of our members in attendance and more interest shown.

With hearty wishes to all members of the L. A.  
Dodge City, Kans. A MEMBER.

Editor Railway Conductor:

We are "moseying" along in our own sweet way these hot days, not missing a meeting, with fine attendance each time, occasionally initiating a new Sister and enjoying life to the fullest extent. Sister Flenniken is the latest addition to our membership chain and a loyal little link she will make, we feel sure. We have a social gathering every week or two at the different member's homes, always in the nature of a surprise to the Sister with whom we meet. They are not only hugely enjoyable, but quite beneficial also, as we become more intimately acquainted each time, thereby learning to love or sympathize more fully with each other. Besides it affords more time to talk "lodge" or say something about that good little Sister who stayed at home. Come out, dear sister, we always have a "snack."

Our delegate was a success. We feel amply repaid for our effort in sending her. After listening to her report and hearing her tell of the good times she had, we each decided within ourselves to be the delegate next time. Happy to learn of Sister Moore's re-election. We feel that no better choice could have been made. Accept a hearty handshake with best wishes from 137, dear Sister. We are making preparations for a bazaar to be held this fall or winter, are also making another auto-graph quilt. Our last proved so satisfactory, this will doubtless be more so, as we intend voting it off to the most popular Sister. (Confidentially, I am anticipating many a sweet dream under that quilt.) Our dear little Senior Sister Purcell is in California for the heated term. She reports a lovely time, some trouble, however, in keeping track of the old man, who gets a little gay when he thinks that she isn't watching. We have lost quite a number of our members by their husbands accepting positions on other roads. Our most recent loss was Brother and Sister Shea, who moved

to Sherman. Several others have registered for a home in El Reno. We wish them luck, but do not wish to lose them. As ever for "slack."

Cleburne, Tex.

SISTER MAC.

Editor Railway Conductor:

I have kept silent since our delegate, alternate and a number of other Sisters of Auxilliary 93 bade us adieu and turned their attention westward to Grand Convention at St. Paul. I was hoping to read a letter in our last journal relative to that trip from several, or one, at least. I feel sure it would be very interesting to all, and certainly much better relished as a condiment than anything I can give you in vacation season. I shall continue to hope for a good long story as a supplement to mine of the eventful journey. Pass it around, Sisters, and let us home bodies enjoy in our mind's eye what you actually saw, heard and received, then, like unto Christ, you can feed the multitudes in the giving out of good which you received by the way, and meeting together as a family circle.

It has been rather quiet in our lodge room echoes, but at our June meeting we gladly received our delegate and heard the report she had in store for us. It showed her faithful attendance at convention. The July meeting I was reluctantly persuaded to give up for my little girl's pleasure at our annual Sunday school picnic at Contocook River Park.

Sister Eaton met with a painful accident since her return by a fall from her wheel, but was much better at last report. It will soon be cooler, we hope, (this season beating the record) and with it renewed activity and attendance in our accustomed places the first Tuesday in every month. Watch out for letter No. 2 from the Granite State's capital city.

MRS. L. C. FLANDERS.

Concord, N. H.

Editor Railway Conductor:

I want to say something of the best convention ever held, and decidedly the best I ever attended. It just fills one to overflowing with enthusiasm to work more and harder for our noble Auxilliary and an inspiration to be there next time. There is not a day since my return but pleasant thoughts fly in and out of mind of the good times and jovial friends we came in contact with, and then aside, are little souvenirs of different trips, and the official program so beautifully gotten up by Division 40 for us all, and as many as wanted to send home to our friends. When I said "do you reckon you could let me have another one" he laughed and said, "I know where you came from." I found out he was Ga. and had been laughed at for the same speech. Any information not in books would be gladly given by Brother Goss; he was always on hand and could not do enough for you. He must certainly be a fair sample of Division 40 or they could not have done so much for their guests. The trip given us by B. of L. E. to Minnehaha Falls and the dinner served us by their good wives, who we are now assured, if they knew nothing else, they can fix the best eatables of anyone. You could hear naught but praise for the dinner and service. Some of the delegates grew quite anxious to be sure to meet our Grand President at the Capitol Building at 1:30.

Brother Goss was asked could we reach it in time on the boat. He assured us just to watch the color of his hair—that was an assurance, but our legal adviser for the day, Mr. C. M. Reeves, from Murphysboro, Ill., led us a lively chase up, down and around the falls, hunting a street car to take us to Minneapolis, then into St. Paul, telling us the boat was gone. While we were doing our best to get a breath and get cool, we heard the boat signal to leave, and man-like he said, "you are all to blame," but we were at the Grand Convention and laughed at him, he being so frail (225 pounds.) Wednesday was a trolley ride to Fort Snelling and Indian Mound Park. There soldiers were drilling, some doing work with guards and guns over them. Friday was Minneapolis day, a grand reception, tendered by Minneapolis Sisters, and we know we could not have been treated more royally. Saturday carriage drives were given the ladies. It was delightful. Saturday afternoon we met with Auxiliary 101 in their work, and in addition was the White City team from Chicago in their new drill work, which was indeed beautiful. We hope to see it placed in all Auxiliaries where the number permits. The greatest trip of all was Sunday's excursion. It was too much for us to attempt to describe the trip. We had a fine time. Brother J. L. Neff, of Jackson, Tenn., left the hotel in such a hurry he forgot his cards and worried all day. He wanted to exchange with the ladies Monday. We delegates settled down with business before us, although the entertaining program was still full, but we owed too much to our Auxiliary to partake further, and for three days we could almost imagine we were school girls once more. No such thing as a good old con at home trying to wait on himself, whom you have so beautifully "spoiled," and when it was announced there was a gentleman at the door who wished to take the ladies' pictures when they adjourned for dinner, with their consent, a perfect smile of approval played over that room, for we were all ladies, you know, and we would not mind anything like that, for we were too anxious to capture one. And how I do enjoy a look at those familiar faces, though so many names are strangers to me.

Our Grand Officers are certainly capable women, with determination written on their banner of progress. We need have no fear to follow the advice given, for we have risen from a little band to one that is large in number and strongly cemented in charity, truth and friendship, and I am a witness to the fact. Truer friends are not found outside the Order of Railway Conductors, being assured that there is no stronger link than Auxiliary 102, composed of the truest type of womanhood, ever ready with an extended hand and heart full of love, always prompt on meeting days.

Many of our members have been kept quite close by sickness in their families. Sister W. J. Aldridge has had such a serious time with her little girl, who has been sick ten weeks or more. She leaves in a few days for the mountains in Tennessee, and we all trust it will prove beneficial to them both. Sister Watkins, our faithful musician, has been called to Hot Springs, Ark., to her sister. Sister E. C. M. Howd is now in New York and Buffalo. Sister J. K. Fulsom and daughter leave in a few days for Virginia to visit relatives and friends.

We would like specially to see a letter from Sister Turpin, of Chicago, and Sister Clendenen, of Streator, Ill. We left St. Paul with these Sisters, and in their company we found our trip made much more pleasant, although we experienced some difficulty in leaving the depot at St. Paul. I must tell this on the Brothers and go; Through the courtesy of Waukesha Mineral Springs, two cases of fine water were sent to the L. A. and O. R. C., and just think! when it was announced to them at the auditorium it was asked, "did they send a bath tub?" See what a nice set of men.

Water Valley, Miss.

Mrs. A. P. McNEEL.



#### Editor Railway Conductor:

Our officers for the ensuing year are: Pres. Sister Newland, V. P., Sister H. Chumley; S. and T., Sister D. Cory; S. S., Sister Haberman; J. S., Sister Lillie Denison; Guard, Sister Joe Forster; Ch'm Com., Sister H. Brooks. Several of our members attended the convention and reported a royal good time. They are looking forward to our next Grand Convention in Pittsburg. The happy thoughts of St. Paul and the courtesy shown all who were so fortunate as to attend the convention. There were five of our Sisters went. All reported a lovely time, and we, as a Division, wish to congratulate 101, also Division 40 on their grand success.

Sister Dunston's little son had his little finger cut off last week. She has our heartfelt sympathy. Sister Medland is going to Salt Lake, Utah. I hope the members of that Division will call on her and make her feel as though she was in No. 11 at home. We are going to raffie off the lace handkerchief soon for the benefit of a Brother who was hurt and is lying in the hospital. The ladies are going to give a basket picnic soon. We want everyone to come and bring their friends and have a good time.

Let us work hard to try and make this year a prosperous year, and let us work in happy, willing unison for our Auxiliary. Let by-gones be by-gones and let us start anew and try to have everything go as nicely as can be. We have three new members this year. Wishing all L. A. to O. R. C. and the O. R. C. good success.

St. Louis, Mo.



#### Editor Railway Conductor:

Auxiliary 154 to Division 235 was organized March 19, 1901. The organizer, Mrs. Sewell, assisted by Mrs. Ashman, the Grand Marshal, and visiting members from Chicago, exemplified the ritualistic work in a graceful manner, after which we installed officers. Pres., Mrs. Reece; V. P., Mrs. Benz; S. and T., Mrs. Hawks; S. S., Mrs. Plumb; J. S., Mrs. Goodwin; Guard, Mrs. Greene; Musician, Mrs. Shaffer; Ins. Agt., Mrs. Litchtenburger. In the evening a banquet was held, after which a delicious supper was served. Our meetings so far have been very interesting, as we initiated a number since organized. Sister Reece, our honorable President, is surely the right one in the right place. Starting as we did, not knowing much about the work, she has managed well.

We all enjoyed to see our President go to St. Paul as our delegate. She was eminently qualified



for the occasion and surely will benefit us in the work. She reports a very pleasant time.

July 18 we were honored by an invitation from the Ladies Auxiliary of the B. L. E. to attend a social held in their hall. The hall was artistically decorated. Ice cream and cake were served, with sweet music to charm us. The Sisters were very cordial and we truly enjoyed ourselves. July 20 we all filled our baskets with good things to eat and took the trolley car to Tailor's Park—called it a family picnic, of course. All our husbands could not attend, or else the railroad would have been short of conductors, but all who happened to be at home went and enjoyed the afternoon, especially when supper time came and the good Sisters prepared the tables. We are glad to note the generosity of Brother Hawks, who waited upon the table. The evening was spent with a happy trolley ride through the city.

Now, Sisters, let us all work together and try to attend the meetings as often as we can, so to make it as pleasant as possible for those who hold an office, as our officers have been so faithful to their posts. With best wishes to all Divisions O. R. C. and L. A. Mrs. S. B. MABEY.

Freeport, Ill.



Editor Railway Conductor:

Auxiliary 9 is moving along nicely with good attendance at every meeting considering the hot weather. Our delegate, Mrs. Harry Reigh, returned from the convention with a good report. Sister Reigh turned over to the Auxiliary \$1.40 which she made by telling the O. R. C. Brothers their fortune on the train and which caused a good deal of fun and helped to pass the time away. We are all very much pleased with the re-election of Grand President, Sister Moore. We all believe she is the right person in the right place.

Since my last letter we initiated two Sisters and have three candidates for next meeting. Our annual picnic will be held at Kenneywood Park, Aug. 1. On July 12, Auxiliary 9 was entertained by Sisters Reinhart, Motheral and Savot, it being their birthday, cake and cream were very much enjoyed by all present. July 26 Sisters Gray, Berry and Damsy were hostesses of the afternoon, it being our lunch day. Sisters Dunlap and Riley of McKees' Rocks were our last visitors, come again, Sisters, you are always welcome. And Sisters let us keep before us our solemn obligation inciting us to work for the harmony of the Order of which we are members. We each have a burden to bear at one time or another in life and we have sympathy for all Sisters who are ill or are wading through trials. Wishing prosperity to the O. R. C. and Ladies Auxiliary.

Pittsburg, Pa.

MRS. PHILIP MOONLY.



Editor Railway Conductor:

Summer is here with us and the warm weather, together with the wonderful attractions of the Pan-American. I fear has a tendency to keep some of the Sisters from the meetings. Still we have that faithful few who are deserving of great credit for their regular attendance, and show by so doing they are ever ready to lift our noble Order higher and higher. Our delegate gave us an interesting statement of the proceedings of the Grand con-

vention and spoke very highly of the way in which they were entertained by the Brothers and Sisters of St. Paul. We have no sick members at present to my knowledge. Sister Keating so far recovered from her sickness as to be able to attend last meeting.

MRS. E. B. MATTESON.

Buffalo, N. Y.



Editor Railway Conductor:

The March meeting of Auxiliary 59 was a large interesting one. Sister Edgerly, of Portland, Me., our inspector, was present, and by special dispensation we balloted for seven and initiated six candidates—the largest number ever initiated at one time. The goat looked rather weary, but with good care and pasturage this summer we hope to have him back in September ready for fall work, as we expect to add several new names to our list, the result of a visit to St. Paul and a trip on the Chicago Special at the close of the convention last May. The April and June meetings were on Sunday, the same date as those of Division 157, O. R. C., and at 2 p. m. the Brothers joined us at dinner in our hall and we passed a pleasant social hour. Our Sunday meetings are always looked forward to, as the thought of a good dinner without leaving the building is a great attraction, as many are obliged to stay in Boston all day. We accepted an invitation to meet with Auxiliary 93, of Concord, N. H., the first Tuesday in May. After the meeting we were given a dinner at a hotel and a trolley ride to the park. We left Concord at 5 p. m., having spent a very pleasant day with the Sisters of that Auxiliary.

I am sorry to report illness among us. Sister Sanborn has been and is still very ill. She has our sympathy and best wishes for recovery. Sister Royce has not been able to attend the meetings for several months, and others have been prevented by their husbands' illness. We miss every one and hope to have them with us again soon. Sister Haggett is very much improved. If I fail to mention any Sister it is not intentional. We have but one meeting a month and many of us are some distance from Boston. Brother G. E. Smith is missing from home, and also THE CONDUCTOR: at last accounts he was in Canada. We wish they would send him home, as we are waiting to hear from him.

In March our "Good Cheer Club" received a present of \$15 from Division 157, O. R. C., with which to buy dishes and silver for use at club dinners once a month. It was a pleasant surprise, and duly appreciated, and we hope the Brothers will still continue to help us use those dishes. Brothers, do not wait for a special or individual invitation. You are always welcome, and we should feel lost without you. Our July club meeting was held at Nantasket Beach. A clam-bake and good music helped all to have a good time, but a little thunder-shower made it a little inconvenient just at the time we were ready to start for home. Our August meeting will also be held somewhere on the coast. Sister Silsbee was our delegate, but owing to her inability to remain until the close of the Grand Division it became my duty, as alternate, to take her place, and the report was read at our June meeting. Our visit in St. Paul was a most enjoyable one. I wish to

voice my appreciation with the many others in **THE CONDUCTOR**, of the many good times provided for us by the different railroad organizations of both St. Paul and Minneapolis. It required time, money and hard work, and the Divisions deserve much praise for making the convention such a success. We found many old acquaintances and made many new ones that we look forward to meeting again in 1903. I see by the July **CONDUCTOR** that Brother Reeves, of Division 386 arrived home safely. We hope to meet him again, and I can promise him, at this early date, the latest edition in conundrums from "Beantown." My first experience as delegate was a very pleasant one, and as we left the Grand Division Room the last day it seemed like the breaking up of one large family, and our last day at the Merchants was a particularly pleasant one. We appreciate the work our Grand Officers have done, and the new Constitution and By-Laws will contain many changes and additions for the good of our Order. About twenty from Boston and vicinity joined the Chicago Special party and we had a grand trip. The ride over the Canadian Pacific from Winnipeg to Vancouver is beyond description. Our party was very congenial, we were blessed with good, cool weather and the seventeen days passed all too quickly. What a hustler Brother G. L. Koner, of Salt Lake City, is for entertaining on short notice! We wish to again thank him for the many good times that Division gave us every moment of our stay in that city. I wonder if Sister Keating is still looking for specimens, and Brother Stack's "Right around the other side, please," still echoes from the rear of the car. The last night on board was a lively one. Of course, some of us slept—once in a while—while the rest were experts at "pillow dex." During the last extremely warm weather how refreshing some of those Glacier House snow balls would have seemed going down our backs, much more so than at the time Brother White was throwing them right through the car windows. The memory of that trip will always remain with us as one of the best, and we look forward to meeting its members again. Our Order is a noble one. May its members increase and may each one do her part in making it better as the months go past. May we in harmony work, obeying duty's call, rejoicing in each other's love, trusting and loving all. To another's sorrows lend an ear, with hope to soothe the pain, and scatter love and sunshine as the clouds do scatter rain.

Dedham, Mass.

MRS. W. N. DRAKE.



#### Editor Railway Conductor:

A short but very comprehensive letter of 12 lines in the July **CONDUCTOR** from Sister Sullivan of Lima, Ohio, reminded me of a promise. After spending ten days in St. Paul, meeting with Sisters in convention and having so many kindnesses shown us in the way of receptions, trolley rides, concerts, excursions and everything that heart could wish. I had then many thousand miles to travel with the Chicago special to the far west. I am thinking of the first public reception at St. Paul; the beautiful and earnest prayer by Rev. Dr. Smith; how sincere his words for the boys; you could judge he loves them all and wishes good

luck to follow railroad conductors at the rate of a mile a minute. Governor Van Sant told the ladies they could have anything they wanted, all that was necessary was to ask, and I am sure I hope the gentlemen received the same offer—that ought to satisfy the best of us in the extreme. See what brotherly love was manifested by Brother Clark in his response. He wants all conductors to come in to the O. R. C. and help him build up the Order, put your shoulder to the wheel, Brother Clark is working hard in your interest. The address of Sister Moore added stars to her crown by her loving words. Brother Sargent is just as young and smart as he used to be when he lit up the old opera house in Concord, a few years ago, with his smart speech. Our trolley ride to Fort Snelling and Indian Mounds Park brings to my mind the pleasant faces and scenes. Our steamboat excursion up the Mississippi gave us food for the mind, the lunch given us by the Ladies of the G. I. A. to B. of L. E. was excellent.

May 23 we bade good-bye to St. Paul, feeling almost that we were leaving home, and we could but murmur a silent prayer for the O. R. C. and Auxiliary of St. Paul and the citizens generally for everything in shape of blessings to attend their future prospects. At Winnipeg Brother Joseph met our Chicago special with open arms and escorted us everywhere in the beautiful city. I personally called on Secretary Patten of the Y. M. C. A. at Winnipeg, and had the privilege of seeing the new and elegant building for the young men of that city, only dedicated last January, at a cost of two hundred thousand dollars. It was the Queen's birthday, our time had to be taken up in visiting public places and parks and when the happy 91 left Winnipeg for Moosejaw we felt very grateful to those we were leaving behind. As our train pulled out of the station we were informed that we not only had the fattest man, (Brother Stark of Chicago, weight 352½ lbs.,) in our train, but the tallest as well, (Billy Penrose of Moosejaw, whose height is 7 feet 4½ inches in his stockings,) when he told us that \$16 was the price he was compelled to pay for his boots some of our party thought it was best to be content with our lot. On our journey between Winnipeg and Vancouver, the chief engineer of the C. P. R. R. made our party a very pleasant call, gave us lots of information in regard to those wonderful sights through the Rockies and explained the value of those great snow sheds, he also informed us that not a single passenger had met death by accident on passenger trains on the C. P. I cannot find words to describe the wonderful sights I witnessed, when we were approaching Crowfoot station, where we get the first glimpse of the grand old Rockies. I crawled down from my berth about daybreak and thought I might be the first one out. I got out on the platform but there was Brother Webb and Brother Tomlinson, we were soon reinforced by Sisters Keating and Collins and ere the grand old sun appeared the whole 91 were ready to witness the grandest view of a lifetime, those beautiful rivers roaring along through mountain regions, the Columbia, the Lackatchewan, the Bow and the Kicking Horse rivers displayed such beauty and grandeur we can never forget them. Yes, we saw the battle going on be-

tween rocks and ice under the warm summer sun, the three mountain peaks, Three Sisters were very plainly to our view, also the beautiful lakes in the clouds. At Vancouver a drive to view the beautiful city we were treated to, also entertained at hotel Vancouver in a royal manner. At Vancouver wharves we were given the privilege of visiting the large steamers that sail every week, Friday, for China, Australia and other foreign ports, making the voyage in 23 days, also the transport Tartar that our United States hired in the late war to carry our soldier boys across the water. On the wharves lay some Indian relics found up north of Vancouver, consisting of partly decayed logs, the dimensions might be 30 feet long and 60 inches round; carved by the skillful hands of Indians, were frogs, warriors, infant in cradle, etc, the logs were billed to Chicago and Buffalo. Brother Andrew and wife left us here for a trip over to the beautiful city of Victoria—a sight worth seeing. They got possession of an infant's basket—another Indian relic. Sister Clark made a seat of it and was calmly viewing the beauties of nature, when the custom house officer came in the train at Sumas City. Our big Brother Stark was a little unfortunate when the C. H. O. kept his trunk for a souvenir, but I lost some of my sympathy the last night out before our arrival in Chicago. I warn my friends never to swap horses while crossing the stream, and be sure to keep out of No. 13 berth when traveling in sleeping cars. My nearest neighbors in the sleeper, Brother Richardson and wife and Sister F., I think of you all when the sun goes down. In closing, allow me to extend heartfelt thanks to the officials of each railroad; to O. R. C. and L. A. to O. R. C.; to Col. Wood, our manager; to each G. B. A. that so kindly offered assistance, and all those that assisted me in recovering my lost baggage and contributed to my pleasure in any way. Hoping to meet you all again some day.

Concord, N. H. MARY ELIZABETH COLE.



#### Editor Railway Conductor:

"To make us do what we can." This is what Emerson says a friend is for. Good definition; that of Auxiliary friendship. We do good to ourselves by all joining together to do good to one another. There is an old saying that "if you would have friends you must be friendly." Courtesy costs nothing; it is the cheapest element in our equipment; it pours oil on troubled waters; it smooths the road through life, no matter where or how you may be traveling. Auxiliary 47 has been climbing the ladder to success. Quite a notable increase in our membership during the past months has been made. We hope the more these new members know about our Auxiliary the more decided will be their admiration for it. Our meetings during the month of May were of particular interest. Those of us who attended the one while many of our members were at the convention will never forget that day. We were all unusually happy, and just as glad we had stayed at home. Our President was so grateful to us for our prompt attendance. She and Sister Nye served ice cream and cake, at their own expense, to those who were

present. At our second meeting our delegate, Sister Adams, read us a most satisfactory and interesting report of the convention. She thought it one of the most inspiring conventions she ever attended. Auxiliary 47 deemed it a great honor that she should be chosen a member of the jurisprudence committee. Some decided changes have been made in the new Constitution, which will give us a more intelligent idea regarding our Auxiliary work.

We have 58 members of good standing in our Auxiliary; about 38 of these contribute 25 cents each month towards the indebtedness on our piano. With the proceeds of the socials held several months ago, the amount unpaid is \$44. By all joining together to help one another we will clear this debt in a few months.

Sister Carson has been quite ill for several months, but is improving. We miss her pleasant smiles at our meetings and hope for her speedy recovery. The festivities of railroad men and their families reached the climax on June 27, 1901, at Reservoir Park, where nineteen thousand railroad men, their wives and children and about a thousand visitors, within a radius of two hundred miles assembled to have a grand union picnic. The Altoona band was in the park during the day and evening and gave concerts. Brother J. C. Kinter, of Dauphin Division 143, with his fine quartette of singers, enlivened the crowd. The park was never so beautifully decorated as upon this occasion. Governor Wm. Stone paid a high tribute to the railroad men, saying that their heroism was equal to that of the bravest marines. Lieutenant Governor Brown, Meade Detwiler, also Grand Lodge Officers were present. Chief Engineer Drake, of the engineers lodge No. 439, made a short speech from the grand stand in the afternoon. The union picnic was a grand success, and we hope they will continue the good work every year. We bid all Auxiliaries God-speed in their work.

Harrisburg, Pa. IRENE V. POFFENBERGER.



#### Editor Railway Conductor:

The following is a copy of a letter written me soon after Brother Frank Warne and five other members of Division No. 231, B. L. E. was at the Home on an investigating tour:

I write you to let you know we arrived home safe and sound, and will say that we were all pleased to find the Home in such fine condition, and are very thankful to you and Mr. Watson for the hospitality we were shown, and I am sure we will try and make the trip again, and do all we can to have other Brothers do the same.

It does one so much good to visit the Home and see the Brothers that are being taken care of by the organizations. But I think they will all see soon that the thing to do is to have a larger Home, and have it run by a fund set aside for that purpose, and not depend on charity. I am glad that we are able to help a little as we are a small and new Division we could not do much, you will please find enclosed M. O. for \$2.10 which you may add to the \$19.00 we left there Sunday, and give our Division credit for it.

May you and Brother Watson be rewarded in Heaven for the work you are doing.

Yours fraternally,

F. Warne, F. A. E. Div. 231.

Highland Park, Ill.

MRS. T. B. WATSON.

S. & T. R. R. Men's Home.

# FRATERNAL

No communication will be used unless the name of the author is furnished us.

## Editor Railway Conductor:

On the theory that any movement which tends to popularize the good of our Order, and is worthy of encouragement, I have undertaken the experiment to try and influence the popular support of our membership toward our magazine. I wish it could be possible for every man and woman of our Order to have a talk with our editor, Brother Anderson, but, as that seems impossible, I suggest that it would do you all good "to see yourselves as others see you in print." There is too little stress laid on the necessity of your contributing something to the columns of our magazine. A little humor of the variety such as our esteemed Brother "Hot Tamales" of Division 44 has the proper ring at all times, and helps to make the world move on, and is a factor of our everyday life. Our brother editor recognizes these important phases of immortality for the conductor, and he, as the preacher would tell us, is trying his best to get others to see them too. What would you think of a rose that would say to itself, "I cannot afford to give away to strangers all my beauty and sweetness; I must keep it for myself. I will roll up my petals of beauty; I will withhold this fragrance for myself it is wasteful extravagance to give these things away." But, behold! the moment it tries to store up, to withhold them from others they vanish. The fragrance, the beauty, do not exist in the unopened bud. It is only when the rose begins to open itself, to exhibit its petals, to give its secret, its life to others, that its beauty and fragrance are developed. So one cannot but see that such selfishness as I have just portrayed, defeats its own ends. And, let me say, he who refuses to give himself for others, who closes the petals of his helpfulness, and withholds the fragrance of his sympathy, finds that he loses the very thing he hoped to gain. The very springs of your manhood dry up; your finer nature becomes petrified; you grow deaf to the cries of your fellows; your tears are dried up and



U. G. FERGUSON, G. O. S.  
Division 166.

you stare at misfortune without wincing. But the moment you open wider the door of your narrow life, and, like the rose, send out without stint, your fragrance and beauty of thought upon the columns of THE CONDUCTOR, to the ever passer-by, whether peasant or millionaire, you begin to develop a marvelous power, both for the good of the Order and THE CONDUCTOR. And, now, Brothers and Sisters, is it not infinitely better to make good resolutions and break them than not to make them at all? It shows, at least, that conscience and common sense are still alive within you and that you will accomplish as much as you can. Life is better worth living if it has purpose, even if the purpose is only half accomplished.

Possibly you think I am dwelling too long on these resolutions. Possibly some of you resent the idea of being cogs in our wheel anyhow. Possibly you would rather be sunflowers, or paper weights; but think it over well before you decide, and if you really decide to be sunflowers, do not forget that sunflowers only leave their places by the river's brink to become faded, and finally die, and that paper weights are lightly esteemed at any price. If you are a cog, then all the dignity of the whole machine, all the dignity of what the machine is doing belongs to you, because you are performing an essential service in the working of the mechanism of our magazine. The home often loses some of its brightest hours, because there is nothing in to supply genuine laughter. Cares take the place of smiles. Petty worries drive sentiment a begging and troubles are allowed to stand in bold array, where pleasure longs to be the king, and all because we have members who fail to comprehend the value of a smile injected into a letter to our magazine. It is not for you to ask whether you can make a Webster, a Lincoln, a Grant, a Bill Nye, or a Mark Twain. Many men and women, because they cannot make something great of themselves, simply make nothing at all.

It is as much your duty to develop your talent, even though you possess but one, as it is to develop ten; and if you develop that one conscientiously, you will be as great a success as the one who developed ten, or our Brother from Division 44, who always believes that humor is essential to all phases of life, and especially that of THE CONDUCTOR, as his articles to this magazine will testify.

I have had the pleasure since writing my last letter to THE CONDUCTOR, of visiting Division 55 and found their officers and members running O. R. C. business up to the standard. I wish to say for the benefit of our younger members, who attend Division meetings only enough to retain their card of introduction and their membership in the Order, that I could not help but note out of an attendance of twenty members of this Division, nineteen of them had passed the meridian of life, each member being a gray-haired man. It struck me very forcibly that some of our younger members needed something on the order of a sharp stick run clear them when this condition of things exist. I was also much pleased to observe the quick manner in which this Division responds to a call for aid from a worthy Brother, when I saw them donate \$75 to one of their members who was afflicted with paralysis. This case could have been sent with impunity to the headquarters at Cedar Rapids; but, owing to its imperative nature, the Brothers of Division 55 decided to allow this crippled Brother funds to work with, instead of waiting for the grinding out of such cases, which we all know takes quite a considerable time. This I call true charity. At the last meeting of Division 38 resolutions were adopted expressing the sincere sorrow of our members at the loss that has befallen Sister Lukens in the death of her husband and our Brother, George A. Lukens.

I notice in the June number of our CONDUCTOR wherein our esteemed Brother, J. Dwyer, of Washington, D. C., states that he is of the opinion that our Order should worship at their shrine on the Potomac river. In fact, Brother Dwyer goes on to say it is his opinion, etc., etc., that all labor organizations should have their headquarters in that neck of the woods, all being in close communion on the banks of the Potomac. Think I can see in my mind's eye Brothers Clark, Morrissey, Sargent and Arthur kneeling at the aforesaid shrine that our good Brother has pictured for our edification. I am also reminded of a little story relating to a visit our esteemed brother correspondent paid to St. Peter, and it runs something like this, as I recall it: A Washington man had been roasting Chicago and some of our western cities and bragging about the bigness and beauty of his own village, when Brother Warren, of Chicago, who was present, asked him: "Did you ever know John Dwyer over there in Washington?" "Oh, yes," assented the man from Washington, "him and me was pretty good friends for a long time." "Well, I got a letter from him the other day," said Brother Warren. "You are pretty cheerful, though," said the man from Washington, "to make breaks the like of that, but I want to say John's been dead over two years." "I am aware of it," answered Brother Warren, "but listen, and I will tell you all about it. John didn't write much

about anything except the funny experience he had about getting into heaven. He said when he arrived at the front gate St. Peter looked at him rather carefully and asked him his name. When John told him St. Peter also wished to know where he was from. He told him Washington. St. Peter seemed rather nonplussed for a moment, and when it was repeated, he remarked that he had never heard of it before. As he seemed anxious to know something about the good old town, John lit in and told him all he knew, winding up with a very flowery description of the capitol, public buildings, etc. He mentioned the Washington monument and many things yet to come, then he asked the good Saint if he wasn't going to let him in. Well, said the guardian of the gate, I suppose I will have to. Your personal record is all right, but Washington is a new one on me. Mark it down here on the map, sonny. You see, the only way we have to know about the place is when somebody comes here from there, and we've never had anyone from Washington before." They tell us there was silence for a moment or two, and then the Washington Brother spoke. "Gentlemen, what will you have," he said.

Moral:

When Washington has an offer for O. R. C. headquarters, or a proposition as good or better than Des Moines made at Detroit, remember the word "better," this whole town will turn out to help them land the prize.

Trusting this letter will hold the delinquent Brothers until our next issue, I subscribe myself always  
A FRIEND OF THE CONDUCTOR.

Des Moines, Ia.



Editor Railway Conductor:

The complaint about the Southern Special on its way to St. Paul while in our city being given the "go-by" is brought out more clearly with the neglect toward one of our own members, who requested his fellow-conductors to bury him. I can understand now what might have been the reception the twenty-ninth session of the Grand Division would have received had Cincinnati got it. I believe I am fortunate in having lost the race, for with such a spirit prevailing there could have been no really successful session.

For the sake of the obligation we take upon our bended knees, what can men hope to accomplish through the influence of the Order when they themselves have no more regard for each other?

Were I an official having men under me who were given to such utter disregard for the principles they profess, I would not hesitate to impose upon them the hardest kind of hardships without fearing any consequences such as organized labor could bring about. Such men invite those calamities that are to be guarded against, and if the Order everywhere was composed of such material the bones of our conductors would be left to bleach unburied under the summer's sun with no tear to moisten the sod upon which they rested.

Brother Davie Patterson has been laid to rest. It was the wish of Mrs. Patterson that the burial service of the Order be held at the grave in Spring Grove Cemetery. I, of course, put forth extra efforts to inform members of 107 running into Cincinnati, and there were just three members of the

Order who attended the funeral—Brothers Marman and Mayfield, who laid off their runs, and myself—and I will bet a big red apple there were fifty Order men in the city who knew of the funeral and could have attended. Think a moment. We hear read at every meeting: "Do we know of a Brother sick and in need of assistance?" Brother Patterson was in need of neither. Again, that we will help, aid and assist in every way possible a Brother or a member of his family. They needed no assistance. Yet, it was always his wish before he died, as also the wish of Sister Patterson that as large attendance of Brother conductors as possible be present and that he be buried with the services of the Order. W. A. Fox.  
Cincinnati, Ohio.



#### Editor Railway Conductor:

At St. Paul the political sentiment was manifested and several Brothers were anxious for the Order to take sides when their interests were involved, but it was wisely decided that such should not be. When we say wisely decided we mean exactly what we say, for we remember distinctly the fate of the Farmers Alliance when it launched the political ship that was soon wrecked on a reef which was hidden to those in whom confidence was reposed. Up to the adoption of the Ocala platform the alliance was prosperous beyond the hopes of the most sanguine. It was an agricultural organization, and at the head was one of the shrewdest farmers in the country (Col. L. L. Polk, of this state), and until his death it had no political entanglements, but when his influence was no more the aspirants for political plums saw the opportunity, and the plums hung so inviting as in those fabled orchards where the fruits were jewels. They concluded the success had been so flattering as an agricultural organization that anyone could make it a success politically with the following possessed by the alliance, but the managers reckoned without good judgment, as the present condition will testify. It was manifest after the first election that the national influence was insignificant, and from the adoption of the Ocala platform the influence has been retrograding and now the insignificance is more prominent than was the former success. We believe our fort is not in politics as a body, but individually. When a Brother sees the opportunity let him grasp it, and the Order to a man, almost, will be with him, provided he does not display his creed as did a Brother at St. Paul, when it required thirty-five minutes, in the shank of the evening, to convince us that he was not in the deal. As an Order, let us eschew politics; as an individual, when the opportunity presents itself, let him seize it.

During the meeting, when the political or partisan question was under fire it lasted about two hours, and as our sittings cost the Grand Division \$200 00 a day or \$400 00 an hour, one can readily see the expense attached to a discussion, be it ever so trivial. The debates come high, but we must have them. We doubt if twenty-five per cent of the Brothers knew the difference between the words until it was explained by Brother Lacy, of No. 1,—we confess our short-coming. Brother Lacy was the legal light of the Grand Division, and his explanations were lucid and enlightening. Brother

Daniels was hard to handle, and his remarks were ever pointed and interesting. He had few if any equals on the floor. Brother Miller is a good debater, and he possesses a flow of language that is unequaled by any amateur at the meeting.

The heavy rains recently have injured materially the crop conditions and the prospect is not as good as it was last month. The corn crop is said to be the poorest since 1856. Cotton is small and will not yield over one-half crop. Tobacco, like the corn and cotton, is poor and promises nothing flattering. Taking all in consideration the farmers will have a hard time for the next year; mortgages, where they can be placed, will come high and the poor farmer will have to foot the bill, as usual.

Business with us is light and the boys are complaining and have plenty of time to nurse their misfortune. The perpetual impromptu meetings on the platform at Florence are an ever source of attraction and draw where our regular meetings would prove a dismal failure. We trust in our next to be able to present a more roseate condition, but for the present we must submit to the inevitable and look forward for the silver lining which we have been taught is a part of every cloud.

Until the second Sunday in September our semi-monthly meetings have been abandoned. We only meet once a month, which is the fourth Sunday at 2 o'clock p. m., and we will be glad to furnish seats for all Brothers who will honor us with their presence. Some Brothers are having trouble with the Benefit Department on account of their failure to remit promptly. This should not be. Those who expect benefits must pay promptly, as the Department is bound to enforce the laws, else you will soon have no department. Pay promptly, Brothers, and you will have no trouble. Brothers Garvey and Gruber, of the main line, are on the sick list with fever; the former is in the hospital at Rocky Mount and the latter at home in Charleston; both are doing well and we hope they will soon be on duty again.

LA FAYETTE.

Wilmington, N. C.



#### Editor Railway Conductor:

In looking over the columns of THE CONDUCTOR I find much instructive reading, both on the general condition of the Order and the able articles on different subjects. I have thought for some time of the best way to bring a subject before our members, and concluded to write to THE CONDUCTOR. I would like to speak about annual passes. We, in the freight service of the P. R. R., after ten years' service as conductors, in addition to five or eight years as brakemen, are granted an annual pass over our division and its branches. We feel we are entitled to more than this, when we compare the situation on other roads. Recently quite a number of us have come in contact with the B. & O. boys. They have shown us their passes. They read thus: "Pass John Brown, wife and three children. Good east of the Ohio River." You will see that is quite an extension over our passes. We are confined to our own division, and must wait for at least a week or ten days for a pass off our division. I think if the B. & O. can afford to be so generous to its deserving conductors the



P. R. R. should do likewise, as they have men who have given them long and faithful service. While our pay has not increased in years, our work is increasing every year. A general manager's pass, good east of Pittsburgh, would partly compensate for the additional work each year. Let me add that the B. & O. men are given the passes herein mentioned after they have been running as conductors one year. I also learn that the engineers on the P. R. R. are taking an interest in this question. I thought I could get an expression from the members through the columns of THE CONDUCTOR, with your kind permission. I feel sure you will agree that we are deserving of this favor from the company, and we think it can be gotten if asked for in the proper way. Would like to hear from all interested.

Philadelphia, Pa.

P. R. R.



#### Editor Railway Conductor:

July CONDUCTOR received and contents read from cover to cover. As I wrote in my last letter I would write what I thought about the Home for disabled conductors, engineers, firemen, brakemen and operators who were unfortunate in not being born financiers so as to invest their earnings so that in their old age or their evening of life they could be independent of the poor house or the charity of friends. I will say that the Twenty-eighth Grand Division, assembled at St. Paul, did nobly. I believe their thoughts for the future of the Home runs in the same channel as that of your humble servant, and our vote of \$25,000 will surely be duplicated by the B. of L. E., B. of L. F., B. R. T. and O. R. T. Let the every-day conductor think of the result of the work performed by a committee composed of our Grand Chief Conductor, E. E. Clark, Grand Chief Engineer P. M. Arthur, Grand Chief F. P. Sargent, of the B. L. F.; Grand Master Morrissey, of the B. R. T.; Grand Master of the O. R. T., headed with a certified check for \$125,000, to make a special meeting to call upon the several presidents of every railroad that recognizes organized labor on their roads. Oh, Brothers, it is dollars against a cent that they, one and all, would duplicate the full amount. Then let your minds run a little farther. What kind of a Home could you build with, say one million dollars, with a permanent assessment per man of the five organizations of, say ten cents per capita a month, taking out of your pay-check? You would surely feel safe as to your future. If misfortune should overtake you by accident or any old way whereby you were physically unable to do duty as an engineer, conductor, brakeman, fireman or operator. O, think, Brothers, what a magnificent building and grounds attached this money would purchase! Just think, Brothers, what a good start you have made at St. Paul by voting \$25,000 for a starter! We can proudly say, when that home is established, as it surely will be, we, the O. R. C., gave that institution the first start at the twenty-eight biennial convention at St. Paul in 1901. We will be following out the work of the Good Samaritan of the Holy Book fame.

In some parts of your letter, Brother B. F. Osborn, I agree with you, but not as a whole. To make a Home permanent we must have the support of the owners of railroads, and they, as fair-

minded men, would not consent to support one if all concerned were not O. R. C., B. L. E., B. L. F., B. R. T. or O. R. T. Just think for a minute, Brother Osborn, of a Home supported by the above organizations! The regular army home, which is supported by the same methods in Washington, D. C., would not be in it when compared with our railroad home. The Soldiers' Home at Washington, D. C., is the talk of world's powers in army circles. Put on your thinking-cap, Brother Osborn, and drop your single-handed home.

You speak of districting four or five Divisions. Your way would in time disorganize and disband our Order, for congress is represented in exactly that same way. If organized labor is going to live and prove a success we must adopt a purely democratic form of government and every conductor must have his individual say as to the best way of handling and making laws. We must give every one of our members a vote. By your plan would shut out two thirds of our representation and we would be compelled to follow our nation's law-makers' steps and place the power in a few hands instead of many. I am glad your proposition was snowed under.

I have just returned from a visit at Evanston, where I heard the report of the delegate to G. D. I have taken a withdrawal and in future will affiliate with Division 378. It is with regret that I leave old associates, but I am met and received by the boys of 378 in a spirit that offsets the regrets to a certain extent.

Brother Editor, when organized labor, representing all classes of labor and all trades have their headquarters in this beautiful city of education and are federated for mutual protection in Washington, D. C., then and not till then can we intelligently legislate for our interest. For we can put it in any language we want to suit the occasion. Organized labor is a trust and combined for their mutual interest, and we were compelled to organize and keep pace with all kinds of combined capital and trusts for mutual protection. Writers cry that organized labor and combined capital are the "twin relics of barbarism." Labor was amalgamated in large bodies in Europe at one time through ignorance. It proved a failure, but now in this twentieth century, under the protection of the grand old flag that labor gave such prestige as it now receives from the nations of the earth at the cost of so much blood and treasure we can proudly say we are educated to the standard that we can coolly handle all the millions of organized labor in this country in our good old Yankee way of federation, and I believe that it is the duty of organized labor to teach the people whether it is for the best interest of the people to let capital organize as they are now doing in this country. I am not an alarmist or afraid of the future of my beloved country through the greed for gain of man, but I believe when the time comes we can find a remedy for all kinds of evils on the body politic, and as my experienced eye pierces the future we must one and all centralize our power in Washington.

Washington, D. C.

JOHN DWYER.



#### Editor Railway Conductor:

Looking backward forty years ago today I was

in camp on the hill overlooking Phillippi, W. Va. I was a high private in the 14th Ohio Volunteer Infantry—composed of the the best young blood of Northwestern Ohio—under Col. James B. Stedman, Lt. Col. Phelps, Agt. Moe, Maj. Paul Edwards, and Surgeon Dr. Danniels. I will ask Father Time how many are living to day to tell the story of forty years ago?

We had a splendid turnout and interesting meeting July 6—two initiations. We obligated the one old conductor who had been outside the folds of Division 115 for some time, but got lonesome and asked to be taken back. Then Division 115 opened its doors and let James A. Anderson come in. James J. Wentz, a new man, was shown through the dark passages of Division 115 and declared a member in full standing. We have two more candidates elected and two applications for initiation and one by transfer out that will be reported on at our next meeting. Division 115 is pushing along and everybody is happy.

San Francisco, Calif. MILTON G. PUMPHREY.



#### Editor Railway Conductor:

It has been claimed for Long Island that it is productive of any kind of crop, so the boys are cultivating an acquaintanceship with his honor Mr. William Goat to a surprising degree, and while we fear he, like the Brooklyn Bridge, from over-strain and a constant respond to duty may also lose his suspenders, yet he assures us his constitution is as sound as the one under which we enjoy life and liberty in the pursuit of happiness. Many of our boys in distant parts will be pleased to learn that the conductors on the Long Island R. R. have swung over into the O. R. C. ranks and it is now no uncommon sight to see some conductor counting up days of service to see how many he is shy on a 313 total. Brothers, this all goes to show how anxious the men are to step over into our ranks. This has been all brought about by careful and painstaking effort on the part of our Division officers and ably assisted by the membership. It is now a common sight for three or four candidates to buck Old William at once from as many corners. We now have splendid meetings, attended numerously by our own members and neighboring Divisions as well. Come again, Brothers, the latch-string hangs always on the outside for worthy Brothers.

In the matter of personal mention would say, Brother Wheeler represents this important branch of the service in the local committee and has a large amount of improvements to introduce, and any or all success achieved in this Division will be greatly appreciated by the boys.

A half holiday each week has been donated us on Atlantic division by our kind and genial superintendent, Mr. E. K. Morris, who is a man of sterling qualities and a railroad man of the old school. Firm, yet kind and considerate of others makes him the friend of all who serve under him, and the same can truly be said of our general superintendent, Mr. W. F. Potter, whose knowledge of railroad men and affairs is equaled by few and surpassed by none. And last, our trainmaster, Mr. W. L. Jarvis, at whose hands many little acts of kindness and courtesy have been extended to our membership in the past.

In closing, I must urge upon the Brothers the necessity of taking an active interest in the affairs of the Division, for in this lays the key-note of harmony and success.

L. F. SCOTT.

Jamaica, N. Y.



#### Editor Railway Conductor:

Quarterly statement for the Home ending June 30, 1901:

DIVISIONS	APRIL	MAY	JUNE	TOTAL
O. R. C. Divisions...	\$ 83 00	\$298 00	\$ 85 00	\$461 00
B. R. T. Lodges	57 44	122 15	103 75	283 34
B. L. E. Divisions...	38 50	294 00	157 10	489 60
B. L. F. Lodges	20 00	131 00	73 00	224 00
L. A. to O. R. C.	-----	2 50	-----	2 50
G. I. A. to B. L. E.	-----	4 00	15 00	19 00
L. A. to B. R. T.	13 00	-----	15 00	28 00
L. S. to B. L. F.	-----	10 00	-----	10 00
Personal	-----	8 50	-----	8 50
Miscellaneous	20 00	135 00	255 10	410 10
Totals.....	\$231 94	\$1000 15	\$703 95	\$1936 04

#### DISBURSEMENTS.

Groceries.....	\$ 47 29	\$ 3 39	\$ 75 95	\$126 63
Repairs.....	34 62	58 13	11 40	104 15
Stamps.....	20 00	13 18	2 00	35 18
Transportation.....	1 85	2 45	2 61	6 91
Meats.....	59 75	51 25	1 40	112 40
Miscellaneous.....	5 10	11 41	7 75	24 26
Clothing.....	15 59	22 06	27 95	65 60
Exp. and Freight.....	1 44	2 46	2 82	6 72
Fruit.....	2 00	6 50	3 85	12 35
Vegetables.....	3 30	4 50	12 24	20 04
Teleph. and Teleg.....	6 00	1 62	85	7 97
Household Supplies.....	24 35	3 50	8 16	36 01
Extra Help.....	18 00	-----	1 50	19 50
Butter.....	8 87	-----	-----	8 87
Fuel.....	-----	-----	8 00	8 00
Printing.....	1 50	11 50	-----	13 00
Laundry.....	22 00	18 00	18 00	58 00
Feed.....	14 15	5 85	20 67	40 67
Drugs.....	5 45	5 40	4 05	14 90
Light.....	11 05	7 55	-----	18 60
Eggs.....	4 50	4 25	-----	8 75
Taxes.....	-----	2 04	96 84	98 88
Insurance.....	-----	-----	-----	-----
Doctor's attendance.....	9 00	-----	-----	9 00
Office supplies.....	11 75	3 97	-----	15 72
Stock (one horse).....	-----	95 00	-----	95 00
Ice.....	-----	3 05	-----	3 05
Barbering.....	60	4 45	5 70	10 75
Flour.....	-----	-----	21 75	21 75
Improvements.....	-----	2 85	-----	2 85
Interest.....	70 00	-----	-----	70 00
L. S. Coffin, Expense.....	-----	10 04	24 75	34 75
Salaries.....	137 52	143 36	138 00	418 88
Total.....	\$535 68	\$497 72	\$495 74	\$1529 14

Cash on hand March 31, 1901.....\$4991 39  
Receipts during the three months ending June 30.....1936 04

Total.....\$6927 43  
Disbursements for the quarter ending June 30.....1529 14  
Cash on hand.....5398 29

Total.....\$6926 43

Respectfully,

Mrs. T. B. WATSON,  
S. and T. R. R. Men's Home.



#### Editor Railway Conductor:

We of Division 143 were informed by our honorable delegate that another convention and its doings has passed into the history of the O. R. C. He

made a very commendable and able report of the proceedings, etc., and seemed pleased with his trip and the work allotted to him while in St. Paul. The only thing he complained of was the way he was punched without his knowledge of the fact until someone informed him. Our membership seems to be pleased with the good work done, and especially the way the Benefit Department laws were handled. The law compelling a man to conduct 213 days in order to be eligible to become a member of the Order don't seem to be satisfactory to all, as promotions here in the east are so slow that a man has reached the thousand dollar age limit before he can be taken into the Order; consequently, the day will come when our Benefit Department will be composed principally of thousand dollar policy holders, as the age limit, on account of slow promotion, will not allow them to take out a policy for any more. Our Brothers say we must do something to constantly inject new and young blood into the veins and arteries of our Order, therefore the law must be changed to allow this, or the line must be drawn somewhere this side of the Mississippi River. This is a very queer country of ours; what seems to suit the east don't cover the needs and requirements of the west, and vice-versa. The same is true of the north and south. It is the same way politically, and the great question is, how to meet the requirements to overcome these things.

The weather is so warm in this section that we are almost suffocated, and after putting in a night on the road it is a hard job to get any rest through the day, especially when a man falls into a sleep and the familiar sounds from the street pierce the air and fall upon the ears of the tired railroad man, and he wakes up to the tune of "The Gang's All Here," "Those Goo Goo Eyes," etc., being ground out of some old hand organ, or "Asleep in the Deep" thundered through the air in regular calliope style by the proper manipulation of a street piano; then some kid yells at some other kid about four squares away that he caught the monkey by the tail. Then the railroad man thinks by the full on the street he can now slumber a little, then he changes his mind when he hears about a half dozen hucksters approaching, crying out at the very top of their voices, "strawberries—straw! three boxes for a quarter! Potatoes, potatoes, York County—20 cents a peck, 20 cents a peck." They have scarcely gone until some kid again starts up a wow-wow, then comes the good mother, "Come dear; come in. What is the matter?" "Bill Jones hit me." "Well, come in." "No, I don't want to." "Come in, you brat, or I'll tear a rib out of you." Then some of the neighbors become musical and bang the notes out of the organ or piano at the rate of four hundred per second, and perhaps a member of your own family or a boarder forgets that you are asleep, or have been. Then, by the time you have gone through these trying ordeals several hours are consumed, and the end is not yet, as bang goes the doorbell and the good wife is confronted by the medicine man, the shoe-string man or some agent wanting to enlarge the picture of her dear husband, whose rage has about reached the top gauge. We can put up with our own people or our neighbors, but these bell-ringers, yelpers, etc., they give just cause for the rail-

road man to implore relief of some kind. Our state legislature is so good at passing laws for the sole benefit of a few who go to secluded spots for rest, why could they not pass a law allowing men who are compelled to fight the heat and get what rest they can out of it for a day, to oil up and polish the old musket and keep it handy for immediate use? Then while a man is thinking real hard and fast over all these annoyances, "Dot leettle German band" appears in front of the house or close by, and the small boy selling frozen ideas comes along, giving vent to his lungs, while the sleepless railroad man feels like giving vent to his feelings by saying something that would not look well in print. A good place for daylight sleepers this kind of weather would be at the bottom of a seventy-three foot well with a noiseless cover.

The heat is too great to keep up this scribbling any longer, so I will ring off by wishing that all Brothers who sleep in day time may succeed better than yours truly, or have the benefit of a law furnishing relief for all these summer annoyances except flies.

"Mox,"

Harrisburg, Pa.



Editor Railway Conductor:

When the delegate made his report at the last meeting of 122 there was quite an attendance to listen to his report, and was ably assisted by Brother C. D. Baker, who attended the Grand Division as grand trustee, and who knows his little book. If any of the boys don't think so, run up against him and see; you will probably learn what I say is no dream. I hope to see Brother Baker elected to the position of G. J. C., so we can have a grand officer here in the east who will enlist himself in the interest of the Order and increase our membership. We get probably one visit a year, and then everything is all up for another year. We need a grand officer right here in Boston, and have plenty of work for him to do. We are often asked by conductors when we ask them to join, "what has the Order done?" Well, there you are; we select committees and that is all it amounts to. If we had a grand officer to reside here he could do a good deal to increase our membership.

I hear Brother White has returned to Mexico to assume charge of a train on the same road, which I hope is true. The many Brothers will be glad to hear he is doing well. He is a jolly good fellow. Brother Ed Powers and wife can't get over the good time they had at St. Paul. They are showing their friends the trunk full of souvenirs they brought home. They had to purchase an extra to bring home all the good things they collected while attending the Grand Division—the courtesy extended to the Brothers of the Boston & Maine R. R. They gave them a special car and printed 200 O. R. C. cards, and they attended the Grand Division, twenty-four conductors and wives. The kindness will never be forgotten by the members of the Order. Thanks to the officials who granted the favors. The N. Y. N. H. R. R. treated their conductors very nice indeed, gave them transportation for themselves and wives to St. Paul and return. Brother Boynton said the Grand Division beat anything he ever attended, and he will attend the next one if he has to walk. Brother Callahan

attended our last meeting, and the many Brothers were glad to hear his report. I tell you he is a hustler and has the work of the Order at heart. Some of the Brothers are convinced that Brother Humphrey can do his little bit, too, when there is any debate to take place. Brother Mareau has put a notice in the conductors' room and states he has a wheel and baby carriage for sale at a bargain if called for at once. Brother P. F. Morrison don't attend the meetings very often now as the parks up in Worcester are offering inducements to Sunday guests, and he has his family of thirteen, which he has to please once a week. We can't find much fault, as his estimable wife needs a little assistance one day a week. We will find no fault for her sake. Brother Maker, who resides in the town, don't visit very often. He is special officer on Sundays and selectman. I met Brother G. Smith the other day in the south terminal. He came in on train from home with his family en route to the Thousand Islands, and Brother Sargent acted as valet from the station until they took a street car for the north station. Brother Smith had a number of pieces of baggage, probably all filled with wearing apparel. If any of the Brothers should meet him en route please hurry him along, as he has a date to fill with the manager as soon as he arrives, which will take about three weeks. Brother Coyne is cancelling letters in the mail service between Boston and Albany, and he is advocating government ownership of railroads and keeping the social standard up, which is getting quite a following among railroads. When the headquarters of the O. R. C. are at Washington, D. C., the railroad men of the different organizations will be benefited, and not until then. You bet, the place to get legislation is where it is made and that is Washington, D. C. **AUTOMOBILE.**

Boston, Mass.



Editor Railway Conductor:

Division 369 had the honor of receiving the first visit of our new G. J. C., Brother Sheppard. We had eight members to meet him in Division. I must speak of our O. R. C. excursion to Wheeling Park May 5: Mr. Burt, general manager, gave us a train for \$94.00 and said if one engine could not pull us he would put on two. It was the occasion of the opening of Wheeling Park for its season. We filled eleven coaches. We cleared for Division 369, \$53.00, which we put immediately into building association stock. Myself and wife took in this excursion on our way to St. Paul. Let me say right here we enjoyed our trip to Minneapolis splendidly. We met many dear old friends, but many we failed to meet, but remember and love. They have gone on, I hope, to a better world, and some have dropped out of the Order. We are building up a good Division, mostly from the O. R. R., now a part of the B. & O. Several old Order men are transferring to us. This section of the country is having an unprecedented season of hot weather and bad wrecks—the hottest weather ever recorded here. Division 369 has abandoned meeting until Sept. 8. One of the worst wrecks was the collision on the O. R. R. at Padens Valley, in which two were killed and six badly injured, and two engines totally wrecked. **GEO. H. BAILEY.**

Parkersburg, W. Va.

Editor Railway Conductor:

Having just concluded a thorough reading of the July CONDUCTOR I am reminded of the fact that the correspondent from 119 has been somewhat negligent in his duties. The copies of our constitution and statutes of the St. Paul convention have been thoroughly distributed by the new order of distribution, and it is safe to say that the individual member is brought into closer touch and better able to understand our laws than under the old mode when so many members did not avail themselves of the possession of a copy of our laws but depended on others for their information. THE CONDUCTOR grows better with each issue and shows a master hand in our associate editor, while the stories from his pen in each issue show a capability almost unlimited which the average member of the last Grand Division is constrained to believe could not be produced by a mind diseased. Brother Anderson is o. k., the right man in the right place and time will prove him to be the fearless champion of truth and honor.

While I always yield a cheerful compliance to the will of a constituted majority, I am of the honest opinion that the special committee report on seniority did not find a responsive cord in the makeup of the average delegate and but for the lateness of the hour in which it was read it would have been seriously antagonized. In my mind seniority should not exist but should be a horrible relic of bygone days. Merit is the only thing that has won; everything else has been accidental or by force, and I firmly believe in the old adage that might is never right. You might just as well argue that the oldest living member of our Order must be its Grand Chief as to hold that the oldest conductor on a division must have the most remunerative run without any regard to his fitness. Seniority has caused more heart-aches and heart-breaks and dissention in Division rooms than all other troubles combined. Seniority locks up the ambition of the ambitious man and forces him to crawl along behind the drone and keep the drone in line for promotion that he does not merit and could never hold without the iron clad rule. In all other crafts the man who masters the problem gains by his research, but the man who is so unfortunate to choose our craft must lock up his ambition, throttle his desires to be successful beyond the ordinary run of conductors and all that is necessary to do is to watch the fellow behind you. Thank God for the hope that in the near future we will wake up and relegate seniority and make triplets out of seniority, the blacklist and injunction.

Our new Grand Junior Conductor Sheppard was with us in special meeting, Wednesday evening, July 17th, with 28 members present and a real live candidate to work on. Brother Sheppard won his way to the hearts of 119 by the masterly manner in which he delivered the initiatory work and it is safe to say his election was the right thing. I have been looking faithfully for a letter from Division 36. I am anxious to know how the injured Brother that took so much interest in the Grand Division was awakened, is getting along. Come, Barney, let us hear from you. I would also like to see something from the pen of Brother Thomas and Brother W. T. Knight they were interesting

members of the Grand Division and their Division will make no mistake if they send them to Pittsburgh in 1903. I looked for a statement in the July CONDUCTOR as to the amount contributed for Jacksonville and hope the donations from the local Divisions were liberal enough to meet the case. Division 119 is still on fire for the good of the whole Order; it meets every Sunday at 2:15 p. m., always plenty of enthusiastic members present with Brother Ginty at the helm, so when you come our way pull the string and we will do the rest.

Ft. Wayne, Ind.

R. B. EVANS.



#### Editor Railway Conductor:

No doubt some of the boys have the Alaska fever—same as I had. I will give a short account of my Alaska experience and it may cure them. I took passage on the North American Transportation and Tracking Company's treasure ship, Roanoke, scheduled to leave Seattle at 6 p. m., May 31, but did not get out of town until 6 p. m., June 1. Then our troubles commenced. Oh, what grief! By some mistake (?) the tanks were filled with salt water instead of fresh water. It was absolutely impossible to drink it. But the employees kindly informed us that there was plenty of fresh beer on board at 75 cents per bottle. The passengers voted that the company was very considerate—"nit."

A short distance from Cape Flattery we encountered a terrible storm. The dining room and main deck were flooded and several windows broken in by force of the huge waves that swept over what we thought our doomed ship, but fate was kind and we finally reached Dutch Harbor where we treated ourselves to a drink of fresh cold water, the first that had passed our lips since leaving Seattle. Oh, it was pitiful to see some of the ladies and children striving to see which could first get to the faucet on the wharf. After taking on several hundred tons of coal we bid adieu to the beautiful harbor, and in company with the S. S. Santa Ana, also of the N. A. T. & T. Co., we started for our final destination, Nome, the Eldorado of the north. About one hundred miles from Dutch Harbor we encountered the first fields of ice, and for several days it was impossible to make much headway. After going almost to the coast of Siberia, and finding no open sea—nothing but ice—the ship was turned about, and after a long eventful run of many, many miles in and out amongst the huge floes of ice, we finally succeeded in forcing a passage, but very near costing us our ship and no doubt many lives. The passengers had complained so frequently and energetically about the unwholesome food and water served, and getting no redress or satisfaction from the steward or purser, who acted as though their situations and even their very lives depended on how badly they could serve the patrons of the boat; they decided to appeal to higher authority and a petition addressed to the captain and officers of the company was drawn up and circulated among the passengers for signatures. It stated that they had been served from the first hour on board with salt, brackish water and unwholesome, poorly cooked, cold and slimy food, and begged the captain to see that they were given better attention. Some of the passengers were company's employes going to their stations in the north, and

although recognizing the justice and truth of the circular, declined to sign. The passengers who paid their good money came promptly forward and signed their names. When about a third of the passengers had signed, the report was circulated that the ship was sinking. Everything else was forgotten. The crew was hastily called and under the direction of chief officer the hatches were removed and ton after ton of freight was taken from the forward hold and piled up aft until that part of vessel was way down in water and the bow was lifted up until it exposed the leak which was caused by the ice jamming in one of the plates. After several hours of hard work the leak was stopped temporarily and we proceeded on our way. There was considerable excitement, but nothing like a panic. The S. S. Santa Ana in answer to the Roanoke's signals, drew close and stood by ready to lower their boats and come to our assistance.

On the 16th of June we dropped anchor a mile from the beach at Nome, one hour behind the S. S. Senator, and a short time ahead of the steamers State of California, Oregon and Santa Ana. It was a great day for Nome. Four big steamers and about 2,000 passengers, many of whom have already returned, and others going by every boat. Very little can be done here this season, as it is two months late, and the native Indian predicts "no summer." Plenty of snow and ice on the creeks yet and the ground still frozen. The old miners say they will yet have six weeks good season and in that time they will astonish the world in the amount of gold taken from Mother Earth. Quien Save. Will try and give you later account on my return from prospecting trip.

Would like to get the address of Brothers I. N. Roody and George Olmstead, who were running on Tampico end of Mexican Central, spring of '98. Please send their address to box 421, Seattle, Wash., and it will be forwarded to me whenever I get located.

W. J. FITZGERALD.

Nome, Alaska.



#### Editor Railway Conductor:

Have you seen Smith? No? Maddest man I ever saw. I'll tell you about it. 'Twas at our annual picnic at Walbridge Park. You were all invited, so don't kick. Smith and another fellow were delegated to be on the grounds early in order to secure tables and seats for the party, which would come later. Smith was also to furnish lemonade glasses. These he had in a basket. Well, Smith and the other fellow arrived at the grounds at 10:30 a. m. Smith placed his basket down under a tree and the other fellow also left his umbrella with the basket, and the two began to skirmish for the necessary furniture, but there being so many other picnickers on the ground not a table or a seat could be had for love or money, so tables and chairs were ordered from town. Upon returning to the spot where the basket and umbrella were left, behold, both had disappeared. Did I tell you Smith was mad? No, it wasn't Smith that was mad; it was the other fellow. Well, they hunted that park all over, but no sign could they discover of their property. "Well," said Smith, "I'll go down town and get some more glassés." "But," said the other fellow, "what about my umbrella?" "Oh, darn

your old umbrella, what do I care for that? it's the punch cups I want," and away goes Smith down town. Now, Sister Wright was there, and when she was told concerning the lost articles she says, "I'll find 'em," and you bet she did, too, in short order. She's a detective, she is, and you can't bluff her, either. She started out on a still hunt, and in a few minutes back she came, lugging the basket and waving the parrizella. The other fellow went to a phone and called up Schaeffer, the crockery man, and said, "Say, this is Walbridge Park talking. Say, if any gosh darned fool conductor by the name of Smith comes in there with a cock and bull story of how he was waylaid by a dozen highwaymen, robbed and left for dead, tell him to go back to the picnic and take a rest and sober up." Well, we had a picnic—a jolly good one. Everybody was there except Mark Hanna and Queen Lil, and the only reason why they were not there was because they did not come. Talk about a picnic, well I should say we did have one; and the races! Little girls' race, little boys' race, big girls' race, fat men's race, lean men's race, married women's race. Hully Gee! you had ought to have seen them run. I was in one of the races myself, distance, 75 yards. I started all right and was way ahead and I stopped to wait for the other fellows to come along, and would you believe it, John Arnold won the race. Now, everybody knows John can't run, and the prize rightfully belonged to me, but John would not give it up. No sir; it was a pair of suspenders and he wouldn't even give me one of them. Talk about supper! we had everything you could imagine to eat, except chicken. Some of them had chicken last year, but there was no chicken at all this year. The Smiths didn't care about being very chummy with officers of the law. I wonder why all those three of four hundred Smiths all run. Must be a rascally family I guess.

Well, we had a good time, and next year we will have another one, and you are all invited. Brother Talty was there. If it had not been for him I would have had quite a supper. I moved two or three times and he got onto me, and called me down pretty hard. He asked me if I had not had one supper. I told him yes, but I had promised to eat a bite for Charley Hatcher and W. D. Anderson. Well, that did settle it. John is a little bit of a fellow, but he snatched me bald-headed in about a minute.

B. F. OSBORN.

Toledo, Ohio.

#### Editor Railway Conductor:

We have a nice little Division of about 35 members and all hustlers. We gave a barbecue on the fourth of July for the benefit of the conductors, their wives and children, and was enjoyed by all that could be on the grounds. Brother M. J. Land returned from the Grand Division and is back on his local. Several of our Brothers are off on leaves of absence on account of hot weather. Brother S. E. Smith has returned from the Springs. Brother C. Hardwick is off at the Springs for his health, we hope he will be benefited by the spring water and will soon be back on his run. The K. C. M. & B. is a hot road, it reminds me of the old St. L. & S. E., away back in the 20's, short trains and big hills, but we don't have the ups and downs we

had then; we had the old link and pin couplers, the armstrong brake, three brakemen to a train and the little speed recorder, and had to hold the trains down to 15 miles per hour. It was in 1878, I was braking for a good old con between Earlington and Nashville, and it was on Christmas eve, we were in Nashville and wanted to come to Earlington to have our Christmas at Mother Victory's where all the boys stopped; we were second out at Nashville, old Capt. Martin was first out; he had an old M. & M. box car for a caboose and the paint was about off. Capt. Martin wanted to be in Earlington for Christmas too, but I fixed his clock. I got a whitewash brush and bucket of lime and painted Capt. Martin's caboose white, when time come to make up the yard men could not find Capt. Martin's caboose and we run around the old man and eat our Christmas dinner at Mother Victory's. The boys had a big time over Capt. Martin's new cab. Our crew consisted of Cedarhill Bill, Tennessee Jack, Hellfired Jim and Hellman Hack, the conductor.

J. B. KENDALL.

Amory, Miss.

#### Editor Railway Conductor:

Division 264 is quietly at work. We initiated four in June, seven in July and have four for August meeting. We have several applications to come in. I want to say that Division 264 is on the boom. All the boys are taking lots of interest in the work. Where we used to have a small attendance we are double now. We have just run our seventh annual excursion to Norfolk, Va., and it was a success in every respect. The train consisted of ten coaches and carried over six hundred passengers into Norfolk. A neat little sum was turned over to our treasurer, who is always delighted to take in the rocks. Our delegate to St. Paul, who also took in the west on the Georgia Special, returned last month well pleased with his trip. He says he met some of the finest Brothers "ever." He reports a grand time all the way through. We expect a visit soon from our Grand Junior Conductor. He will find Division 264 wide awake. One of our Brothers met Brother Sheppard in Portsmouth, Va., a few weeks ago, when he visited Division 205, and reports an excellent talk, full of good advice by Brother Sheppard.

The office of trainmaster for the Portsmouth and Richmond districts of the first division of the S. A. L. have been consolidated, with Mr. C. H. Hix in charge. Brother L. W. Renn, formerly trainmaster of the Portsmouth district, has returned to his old run between Portsmouth and Raleigh. There has been many changes of late in the officials of the S. A. L. Very few changes among conductors. The S. A. L. and Southern are both doing a good business for the season. From present prospects it will be only a few months before every conductor eligible running out of Raleigh will be a member of the Order.

Brother J. R. Stephens is now pulling the bellcord between Wilmington and Charlotte.

Raleigh, N. C.

W. T. COX.

#### Editor Railway Conductor:

Division 223 has been side-tracked for a few weeks on account of the Chief Conductor and Secretary taking night jobs away from their base of



operations, the Chief Conductor going to Brunswick to work and the Secretary taking night yard-mastership at Cherry River. Our worthy Secretary has issued a new time-card and I think by paying strict attention they will be able to make better runs in the future. There is nothing like paying strict attention to your schedule.

Now that the Home for old and wornout railroad men is supposedly settled we don't see so many communications concerning the matter in **THE CONDUCTOR**, and I don't know hardly what the boys will write about, unless we take up the weather. We have had some terribly hot weather down in this part of America. We are hauling plenty of freight and regular crews are making fairly good time on the B. & O., but the extras are doing a good bit of kicking.

I will say we had our Grand Senior Conductor, Brother Sheppard, with us one day during the past month and found him to be an all-round good fellow. He gave us quite a talk along many lines and brought out some good points. We were sorry we could not show him a better time. I have a few words to say, not only to conductors, but railroad men in general. I think some of you are abusing your privileges in the way of transportation. It don't matter how good a thing some men have, there is always someone will try to spoil it. Be honest and consider this matter and ask yourself would you like to be treated so? It is a strange thing that men will live so long and then not learn. Another point: The time is coming when railroad men will have to be strictly temperate, and why not now? The travelling public is going to demand it and railroad companies will have to enforce it and the man that won't quit will have no position. J. W. RANKIN.

Martinsburg, W. Va.

Editor Railway Conductor:

The encouragement offered by publication of our last letter brings out another, though the topics of this are somewhat different from those of the former. In the first place the writers have been west of the Mississippi—even as far as El Reno; registered for the land drawing; dropped back to Hot Springs, waiting to be notified of the result, but has no notice so far. Then we will turn our attention for the time being to our reception. We met several of the Choctaw boys of South McAllister Division and found them most excellent gentlemen and staunch admirers of the Order. Upon our return arrival at Hot Springs we were met at the depot by Brother J. J. Fitzgerald, of Division 386, and were steered to the Putnam House. We afterward learned that Brother Fitzgerald was not only boosting for this house, but that he actually had a sweetheart there and that waves of their love ran without a riffle until a party known as "Battle Axe" slashed the war-club into the branch, after which Jack's friends proposed to call the place Vesuvius. Later on Brother Fitzgerald brought another boarder to our house, in the person of that handsome young member and singer of Division 44, Brother George H. Pearce, of Denver. Brother Pearce seems to possess all the good qualities of the members of that up-to-date Division of O. R. C. Everybody remembers the grand reception given the Los An-

geles people by Division 44 in 1897. We admire Brother Pearce as a member of so grand a Division of the Order, though we advised him not to associate too familiarly with the Brother of 386, as he is from the stormy division of the M. & O., though a member of a good Division also. Brother Fitzgerald took George to walk on the banks of the Potash and talked gently with him till he got him used to the place. Happy Hollow was Brother C. W. Wright's loafing ground while T. E. McLean took two baths a day, got mixed up with another fellow's underclothes and had to change bath houses besides. We nearly forgot to tell that when we came here we found Brother John M. Hampton, of Division 186, hunting for a boarding house. We took him to the Putnam and named him "Regulator," and we all regulate our watches by him, as he is so systematic in what he does. He and Fitzgerald drink nothing stronger than soda water. We like Brother Hampton very much and would go home with him but for the intense heat in Florida. However, he has promised to send us a box of fine oranges soon. We note that Brother Osborne put in two and one-quarter columns on the Home question this month, as if the last Grand Division did nothing toward this question. Why don't he shut off and let 'em roll awhile—at least 'till we see what the other Orders do about it? Let us hear from you on some other subject, Brother O. DUPLEX AND FLAT WHEEL.

Knoxville, Tenn.

Editor Railway Conductor:

Owing to the excessive heat I may be rather late with my few lines from 148. We are having it awful hot at present, but glad to say have had but few prostrations. Rain in this section of the world seems almost impossible. Last meeting 148 enjoyed the report of our worthy delegate, Brother Mitchel, of the last convention. We will have to acknowledge that they made vast changes in several respects that will benefit us very much. We will have to admit that it is almost impossible to please every member of this organization. One great change will benefit those who do not and never have carried any insurance. Think of this, Brothers, and study it before the next convention. I think those that have paid those that have been killed or lost limbs for the past years are taxed very heavy for the relief fund, and those that don't carry any insurance should be double. I think any man that runs a train ought to carry the insurance, and if not it would not be anything for them to double pay the relief fund. Every rule that has been revised in our convention was for the best, and we have two years to study and answer them; so read your Constitution and see what improvement you could make.

What a relief came to us a day or so ago in the shape of a nice rain! Everything in this section of the country was very near perished. We are very sorry to know that Brother Winston, of 148, is bed-fast. His left side is paralyzed.

Chattanooga, Tenn.

OPIE HERRIOTT.

Editor Railway Conductor:

And it came to pass in the last years of the reign of William and Theodore, that the tribe of "Latobri" No. 4, which is in the great city of "Chickago"

built by the great waters of the "Mitchigan," and situated in the land called Cook; they were of the tribe of O'Keefe, whose surname is John, and the tribe of James, whose forefathers were of the tribe of Blackman, whose wife was fair to look upon; and there was with them Isabell, of the tribe of "C.," and the tribe of the Powers, and the tribe of Ward, and "Annie," of the tribe of Callahan, and Hulda, who came from the tribe of Ackerman, and also Lady White, of the tribe of No. 4; and the tribe of Stevens, who was called Charles, and he did bring his wife, whose maiden name was lost at the time she was married; and there was Lucy and K. E., of the tribe of Lapham; and Hazel, whose tribe was Ward. And it did come to pass that they did gather together all of the tribes that did belong to No. 4 of the Latobrt, and they did say, one to another, "Behold, it is time for us to do something funny; and we will gather all our tribes and journey to the Aramenites Home, which is in the park called Highland, in the land of Lake." And it came to pass, after many times around the great city, where they did dwell, that they came to the land of the Candnwites, whose mansions were builded in the valley by the river called "Chika-goo." And behold, there was waiting gilded chariots of all hues, which were drawn by steeds whose endurance was as iron and steel, and the speed of them was like unto the wind. And it came to pass that all the tribes who were robed in fine linen and purple, did enter these chariots, and did sit upon the divans of pure scarlet and purple, and there did rest their weary limbs; and they did journey through the city of the Deeringites, and did pass through the land called Gross, which was of the park, and the high ridge of the Rose Hill; and behold, they did pass down through the valley of Calvary, and did journey through the land of the Evanstonites, and was Welmet near the city of the Kennelworthites. Moreover, Winnetka was close to the Lakeside, where the Glencoitites did bow their heads in honor; and they did pass through the valley of the Raviniaites; And, lo, and behold! the chariots did draw up in line before the home of Railroadites, which is before the great fort called Sheridan. And behold the fair damsels did bring from their land and city all kinds of fruit that was good for the tribe of Aramenites. And, lo, and behold! they did pass through the gate of the wall that surrounds the country of the Candnwites, and did pass over the great bridge that reaches from the west to the east across the lands of the C. & M. Electric tribe; and they did pass over safe; and, lo, and behold! there they did meet a great many of the Aramenites, and did greet them with love, and did speak to us that we must not be worried, for they were come bringing a great plenty of the good things of their land; that which nourishes and strengthens the muscles and invigorates the whole system; and, moreover, does give peace to the mind; and they did even bring "Food" of the "Angels," which was made into cakes, and we did eat of them; and the "Apes" did gather great quantities of the products of their "clime," even cocoanuts, and did cause them to be transported to the land of the tribes of No. 4, especially for the occasion. They did also bring their offspring, even their little children, "For of such is the Kingdom of

Heaven." And they did make merry, and did swing on the swings, the ropes of which were made and imported from Manilla especially for the occasion, and were hung on the topmost branches of the great trees that do grow on the lands of the Aramenites.

The managers and janitors and waiting maids did all, with one accord, clap their hands and did dance with joy to behold so many "fishes" and "loaves" and so much of the fine fruits of the land of the Nodites. And at once did we build great platforms to hold all the good things; and we did all feast because of the "passover," because our friends did pass over the great bridge which crosses the land of the C. & M. Electricites, and did arrive safe within the borders of the land of the R. R. Men's Home grounds. And, behold! the Lord of hosts did create a day of especial temperature for the benefit of the chosen of No. 4; and it came to pass that they did tarry for many hours, and did depart in the afternoon of the last day of the eighth month of the year one thousand nine hundred and one, which is the beginning of the last century.

And, moreover, we did beg to extend our most hearty thanks to those people and all the hosts of their tribe for their most generous and kind act, and do pray for a repetition of the same some time in the future.

Trusting that much prosperity attend all their efforts, we wish to be remembered.

Highland Park, Ill.

T. B. WATSON.



#### Editor Railway Conductor:

Appended find statement of receipts for the Railroad Men's Home for the month of July, 1901:

#### O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
207.....	\$ 7 00	217.....	\$ 3 00
364.....	12 00		
Total.....			\$22 00
B. of R. T. Lodges.....			\$26 60
B. of L. E. Divisions.....			47 00
B. of L. F. Lodges.....			18 00
L. S. To. B. of L. F. Lodges.....			5 00

#### PERSONAL.

Mrs. Lily S. Hurst, Paris, Tex., sale of doily.. 5 00

#### MISCELLANEOUS.

Discount on coal bill No. 272.....	60
Discount on coal bill No. 294.....	6 60
Refunded on invoice bill No. 306.....	3 00
Refunded on freight bill No. 289.....	19 79

#### CONTRIBUTED.

By members of B. L. E., No. 566..... 4 86

Grand total.....\$28 45

By unknown, a box of nice bound books.

MRS. T. B. WATSON.

Highland Park, Ill.S. & T. R. R. Men's Home.



#### Editor Railway Conductor:

I am very glad to see, commencing with your August issue, a form of Questions and Answers on the subject of air brakes by an expert who will be able to enlighten us who do not feel sufficiently posted in this matter. I certainly agree with you in the article in July number headed "Air Brakes, a Study." It should be the duty of a conductor to know everything in the management of his train, which, of course, includes the working as well as

the mechanism of air brakes. As a conductor I ask how many of us are sufficiently posted, and how many of the engineers that pull our trains can explain intelligently the working and handling of air, or the mechanism and diseases of these brakes. As a conductor I freely acknowledge my ignorance on the subject, and would feel very mean if at any time when the superintendent was on my train he would ask an explanation. I know the result; opposite my name he would be justified in writing—"ass"—and my only consolation would be the numerous company just like me. We have had instruction frequently given us, but in such a way that they have been no very great assistance. I shall certainly look forward to these questions and answers with a great deal of interest.

I certainly desire to congratulate and thank the delegates to the Grand Division at St. Paul for their wisdom in re-electing our Grand Officers. I never doubted their wisdom. They know a good thing when they have it. I am very sorry Brother Corbett was not re-elected, but we cannot always have what we want. I have the pleasure of knowing Brother Sheppard, and know he has the ability of filling the position with credit to himself and can make himself popular with the Order. I do not wish any one to think for a moment that I am mapping out Brother Sheppard's work, but, Brother, come to the weak Divisions as often as you can and stay with them longer than the customary three or four hours, or until the first train leaves. You cannot meet with the members on a schedule of this kind. You cannot do any good unless the members can see you and know what the organization is doing—and that we have in reality Grand Officers. Division 208, that is now in the middle of the "big road" of prosperity, will be glad to see you. I am very glad you had such a harmonious meeting of the Grand Division. I have been told by our delegate that it was a veritable "love feast"—and I sincerely trust all our meetings will be blest with harmony and prosperity.

Charleston, S. C.

S. C. GILBERT.

#### Editor Railway Conductor:

Division 303 has a fair attendance at Division meetings. We have not had a death in our Division for eighteen months or failed to have a quorum during this torrid weather, and our number continues to increase steadily. We had an initiation August 4, and elected three more candidates to receive the honors at our next meeting, August 18. The success of a Division depends entirely upon its members and their attendance. We notice much has been said on the subject of attendance by the different correspondents as to how to encourage or to secure a good attendance at Division meetings, but none have given a successful remedy so far as we have seen. We shall say on the subject that we have successfully tried the one laid down in Section 79 of the Statutes, and found it to have awakened a number of the Brothers to their duty toward the Division. In only two instances has there been an expulsion, and each of those soon applied for re-instatement and are now better members and better posted members than ever before. We are of the opinion that every member who does not qualify himself sufficiently to test a member in some part of the lecture is

making a great mistake, and is very liable to be deceived by an imposter and led into serious troubles, which could be avoided. Every time an imposter succeeds in imposing on a conductor it makes it just one per cent harder for a deserving Brother to secure courtesies that should be shown to him.

The July CONDUCTOR is one of the best numbers that we have yet received. The experiences at the Grand Division are fully represented in the various correspondence, and the writer knows by experience that all the good things that can be said of Division No. 40 and the city of St. Paul by the visitors will not over-estimate the courtesy shown us while attending the Grand Division, and in our opinion the work of the Grand Division was the very best that could have been done. The effort toward establishing a good and permanent Home for the aged and disabled and the establishment of a relief fund, when once well established, will do much good and stand as a monument to the credit of the Order of Railway Conductors for all time to come. We learn from Brother Sheppard, Grand Junior Conductor, while visiting here, that the relief is being extended to many of the unfortunate Brothers, who petitioned the Grand Division to allow their insurance claim, as fast as it can be arranged and seems to be giving satisfaction. We hope it will prove a success and bring comfort to all who come within its scope. Division 303 is making an effort to do some good in that direction on its own responsibility. In our little city of 30,000 inhabitants a proposition is being considered to build a city hospital and should the proposition result in the building of same, it is the intention of our Division to furnish a ward for our exclusive use and dedicate it to the Order of Railway Conductors. This plan, if successful, would not only enable us to take care of ourselves, but would put us in a position to care for any sojourning Brother who might become sick or disabled in our jurisdiction and result in much good to the Order and its members. In order to be prepared for this financially, our Division is giving a picnic and boat excursion on the Ohio river to Fern Grove, Aug. 22, 1901, and have sent four tickets to every Division of the Order in the United States asking them to purchase them at 25c each, for the benefit of our treasury. We would have incorporated this in our circular letter accompanying the tickets, had the plans and proposition been far enough advanced to insure its being built. We are a little discouraged at the returns and replies from our sister Divisions and are surprised to learn that so many Divisions are in such poor circumstances.

The readers of the journal will find a very interesting chapter on page 563 of the July number, entitled—"Our Unwritten Signal Code." To all who have overlooked this chapter we would suggest that you turn back and read it, as there is something to be learned from it, especially to those who cannot see their own faults in that direction which is often the case with many experienced men. We are also looking forward to the progressive study of the air brake that is to commence in the August number. This an important appliance that is in general use, and very poorly understood by railway employees. We have seen instances where men of six years experience would couple the hose between the engine and a car with a train pipe only, on it, and go for miles thinking he had one car equipped with air brakes. Better get down to business boys, the time is not far off when you will have to stand an examination on the principles and working of the air brake. Railroads did not go to the expense of equipping its cars, and the government did not force them to switch enough of it next to the engine for the convenience and pleasure of the train men. All this was done for the protection of life and property and to insure safety in handling fast trains, and the men must learn to operate and understand thoroughly to obtain these results. I will close by urging the members to attend Division meetings, read your journals, steady your business, be practical and progressive railroad men and you will be in demand at all times. Conductors should set an example that will be worthy of imitation by their juniors.

New Albany, Ind.

W. F. E.



## MUTUAL BENEFIT FRATERNAL INSURANCE.

### (k) *Breach of Warranty Avoids the Insurance.*

There is no more important subject connected with fraternal insurance than that of the truthful statements made by the parties to the contract. The character of the association being purely mutual, courts are inclined toward the prevention of deception and fraud. It should be impressed upon the minds of all applicants that if the contract of membership, benefit certificate, by-laws or constitution declares, and they usually do, that the statements made in the application touching any subject of interest to the insurance are warranted to be true, and that the certificate shall be void if they are untrue, the falsity of such statements will defeat the insurance. The parties having in their contracts so agreed, and having been free to agree upon whatever terms and conditions they chose, to accept or reject the membership, the contract being a voluntary one, the courts have no other alternate, in case of contest, than to give effect to the contracts of the parties. (*Fullum vs. N. Y. Union Ins. Co.*, 7 Gray, 61.) Indeed, the courts have generally held that the truth of the facts warranted is a condition precedent to being entitled to the benefit promised or to recover the amount in case of suit. (*Wilkins vs. Mut. R. F. Life Ass'n.*, 7 N. Y. Supp., 589.) It is immaterial that the applicant believed the statements to be true. He must use every reasonable precaution not to make an untrue statement. (*Elliott vs. Mut. Benefit Ass'n.*, 27 N. Y. Supp. 696.) Notwithstanding warranties are not favored in law, courts will not permit an association mutual in character to be imposed

upon by designing or careless applicants.

### (i) *What Constitutes a Warranty.*

This has been a perplexing question to mutual insurance societies. The fraternal spirit is inclined to give a member the benefit of all doubts. Courts endeavor to discover the intent of the parties, and with a disposition, if possible, to avoid holding the statements to be warranties. The construction, however, given to warranties in an application for benefit insurance and for a reinstatement in case of delinquency, is exceedingly strict. It is not enough that a provision construed as a warranty in its spirit and substance is fulfilled; its terms must be literally complied with. A member is not excused by showing that the breach of the warranty was the result, not of choice, but of accident, necessity or ignorance. The Iowa court said in *Miller vs. Mutual Benefit Ins. Co.*, 31 Ia. 216, that "if a breach, however slight, and confessedly immaterial, is proved against a member, the entire contract is at an end, the member loses his indemnity, and the association retains his premiums, fees, etc., and rejoices in his discharge." The doctrine of warranty in the law of life insurance is one of great rigor, and frequently operates very harshly upon the assured member. (22 Am. Dec. 571.)

### (j) *Affirmative and Promissory Warranties.*

Courts uniformly hold that a fraternal association may exercise a controlling influence over and limit its members in matters of concern to the association at large. Thus a member may affirmatively warrant that certain facts are true regarding his physical condition, past and present; or promise that certain things shall or shall not be done. The latter

usually relates to travel, use of intoxicants or vicious habits. Many early adjudications may be found, and not a few recent ones, also, in which contracts of insurance, and especially of life insurance, have been construed in such a manner as to operate with great harshness and apparent injustice to policyholders, who, acting with all proper prudence, had been led to suppose that they had made provision for their families by an insurance on their lives, when in point of fact, the certificate was not worth the paper on which it is written. (*Anderson vs. Fitzgerald*, 4 H. L. Cas. 484).

The rapid growth of the business of mutual and fraternal insurance in the past quarter of a century, with a tendency toward deceiving and defrauding such associations, as was recently discovered in Chicago, has justified the managers of mutual companies to exact exceedingly rigid and sometimes technical conditions as a precedent to membership and subsequent benefits. No objection can be raised against this form or method of selecting and controlling of the membership by any honorable applicant or member. The cost of such insurance can only be ascertained and limited by reason of fixed rules and regulation. These rules of law, though apparently harsh, are calculated to inure to the benefit of the entire membership!

(\*) *Modern Rules of Construction.*

The modern rules of construction of insurance contracts in regard to warranties and representations were recently summarized by the Alabama Supreme Court in the case of the Alabama G. L. etc. Association vs. Johnson. 2 So. Rep. 128: "There are some settled rules of constructions bearing on this subject," said the court. "Briefly stated are as follows: 1. Courts being strongly inclined against forfeitures, will construe all the conditions of the contract, and the obligations imposed, liberally in favor of the insured and strictly against the association. 2. It requires the clearest and most unequivocal language to create a warranty, if it be at all doubtful in meaning, or the contract contains contradictory provisions, the courts will lean against that construction of the contract which will impose upon the assured member the burdens of the warranty, and will neither create nor extend a warranty by construction. 3. The answers of the assured member, so often merely categorical, will be construed not to be a warranty of material facts stated in such answers, but rather a warranty of the insured member's honest belief in their truth; or, in

other words, that they were stated in good faith. The strong inclination of the courts is thus to make these statements or answers binding only so far as they are material to the risk, where this can be done without doing violence to the clear intention of the parties to the contract expressed in unequivocal and unqualified language to the contrary."

In the case of *Moulor vs. American Life Association* (111 U. S. 335) the United States Court said that, "what the association required of the applicant as a condition precedent to any binding contract was that he would observe the utmost good faith towards it, and make full, direct and honest answers to all questions, without evasion or fraud, and without suppression, misrepresentation or concealment of facts with which the managers of the association ought to be made acquainted, and that by doing so, and only by doing so, would he be deemed to have made fair and true answers. Of course where by inadvertence or oversight, an error of fact has been inserted in an application—an error that is clearly immaterial, and that could not by any possibility have affected the contract, courts will scarcely allow a forfeiture of the insurance and of all assessments made under it. (See, *Southern Life Association vs. Booker*, 24 Am. Rep. 344.)

Thus, for the benefit and information of members of a mutual insurance society, or those contemplating membership for the benefit of their families or estates, should bear in mind that a just and fair construction of the contract entered into or about to be entered into is: (1.) That the answers of the applicant are usually made warranties; that any untrue statement or suppression of fact material to the risk—i. e., health, hereditation, etc., will vitiate the certificate; and thus bar a recovery whether intentional or within the knowledge of the member or not. (2.) If immaterial, such statements, to avoid the certificate, must have been untrue within the knowledge of the insured member; that is, he must either have known it, or have been negligently ignorant of it. (4.) The terms of a contract for membership and insurance in a mutual benefit or fraternal association, however, rebut the implication that all symptoms of diseases inquired about are intended to be made absolutely material, unless they had once existed in such appreciable form as would affect soundness of health, or have a tendency to shorten life, and thus offset the risk.

A little care upon the part of applicants will often save them trouble during life and the forfeiture of the benefit after death. Many persons are refused insurance by old line companies and immediately apply to a benefit association. The denial of ever having been refused insurance will vitiate a policy.

# OFFICIAL CHANGES.

Jonathan Lane has been elected president of the Cane Belt.

W. C. Bradley has been elected a director of the Central of Georgia.

W. S. Webb has been elected president of the Chatham & Lebanon Valley.

W. S. Crawford has been appointed general yardmaster at Waycross, Ga.

Oscar G. Murray has been chosen first vice-president of the Baltimore & Ohio.

W. G. Pierce has been appointed acting general manager of the Northern Pacific.

H. S. Priest has been elected president of the Kansas City Clinton & Springfield.

N. D. Maher has been appointed general superintendent of the Seaboard Air Line.

Thomas Cooper has been appointed assistant to the president of the Northern Pacific.

A. P. Cone has been appointed master of trains of the Southern Railway at Norfolk, Va.

R. G. Mathews has been appointed trainmaster of the Plant System at Waycross, Ga.

F. A. Delano has been appointed general manager of the Chicago Burlington & Quincy.

C. H. Hix has been appointed trainmaster of the Seaboard Air Line at Raleigh, N. C.

J. R. Williams has been appointed trainmaster of the Arkansas division of the Missouri Pacific.

J. A. Fillmore has resigned as general manager of the Pacific system of the Southern Pacific.

W. S. Battle, Jr., has been appointed trainmaster of the Norfolk division of the Norfolk & Western.

J. T. Harihan, second vice-president of the Illinois Central, has been elected a director of that company.

W. J. Riddell has been appointed general yardmaster of the Pennsylvania Railroad yards at Pittsburg, Pa.

E. L. DuBarry has been appointed superintendent of terminals of the Norfolk & Western, at Norfolk, Va.

F. E. Ramsdell has been appointed trainmaster of the Wheeling & Lake Erie. Headquarters at Massillon, Ohio.

W. A. Sheaffer has been appointed assistant trainmaster of the Pittsburg division of the Pennsylvania Railroad.

J. S. Akers has been appointed assistant trainmaster of the Norfolk & Western. Headquarters at Bluefield, W. Va.

E. B. Thomas, who is chairman of the board of the Erie, will also be chairman of the board of the Lehigh Valley.

E. H. Fitzhugh has been appointed assistant to the president of the Southern Pacific; office at San Francisco, Calif.

J. A. Swigart has been appointed trainmaster of the Arkansas division of the St. Louis Iron Mountain & Southern.

E. B. Russell has been appointed general superintendent of the Great Northern of Canada. Headquarters at Quebec.

G. W. Kramer has been appointed assistant to the president of the Rio Grande Western. Headquarters at Denver, Colo.

E. C. Kenney has resigned as trainmaster of the Cleveland division of the Cleveland Cincinnati Chicago & St. Louis.

J. M. Herbert has been appointed manager of the Pacific system of the Southern Pacific, vice J. A. Fillmore, resigned.

E. L. Burke has been appointed general manager of the Valesco & Brazos Terminal; headquarters at Valesco, Tex.

C. T. Williams has been appointed general superintendent of the Georgetown & Western. Headquarters at Georgetown, S. C.

J. W. Middendorf has been elected third vice-president and V. E. McBee fourth vice-president of the Seaboard Air Line.

A. R. Taylor has been appointed trainmaster of the Mississippi division of the Illinois Central; office at Water Valley, Miss.

W. E. Green has been appointed general manager of the Shreveport & Red River Valley. Headquarters at Shreveport, La.



Theodore Low has been appointed superintendent of the Norfolk division of the Norfolk & Western. Headquarters at Crewe, Va.

H. H. White has been appointed superintendent of the Louisiana division of the Southern Pacific. Headquarters at Houston, Texas.

A. C. Needles has been appointed superintendent of the Shenandoah division of the Norfolk & Western. Headquarters at Roanoke, Va.

J. J. Flynn has been appointed trainmaster of the Fulton district of the Tennessee division of the Illinois Central; office at Fulton, Ky.

Samuel Rea, fourth vice-president of the Pennsylvania, has been elected a director of the Baltimore & Ohio, vice E. R. Bacon, resigned.

E. P. Russell has been appointed trainmaster of the Cairo district of the Tennessee division of the Illinois Central; office at Fulton, Ky.

John Caughran has been appointed general yardmaster and superintendent of terminals at Columbus, Ohio, for the Norfolk & Western

John T. Ermine has been appointed assistant trainmaster of the Monongahela division of the Pennsylvania Railroad; office at Ormsby, Pa.

Joseph Ramsey, Jr., has been elected president of the Wabash, to succeed O. D. Ashley, who has been made chairman of the board of directors.

W. G. Choate has been appointed general superintendent and traffic manager of the El Paso & Southwestern. Headquarters at Bisbee, Ariz.

F. A. C. Ferguson has been appointed master of trains of the Vicksburg division of the Yazoo & Mississippi Valley; office at Greenville, Miss.

W. F. Ray has been appointed assistant superintendent of the Connecticut & Passumpsic division of the Boston & Maine; office at Springfield, Mass.

J. G. Hartigan has been appointed superintendent of the northern Texas lines of the Gulf Colorado & Santa Fe. Headquarters at Cleburne, Texas.

J. R. Hawkins has been appointed superintendent of the Ohio Southern. Headquarters at Lima, Ohio. J. C. Gleason is superintendent at Jackson, Ohio.

E. B. Cook, formerly chief clerk to P. S. Blodgett of the Lake Shore, has been appointed trainmaster of the western division of the Lake Shore & Michigan Southern.

C. E. Lytle, general superintendent, and T. W. Smith, assistant superintendent of the Mineral Range & Duluth South Shore & Atlantic, have been appointed to these respective positions also on the Hancock & Calumet.

A. B. Newell has been chosen vice-president of the Pacific & Arctic Railway and Navigation Company, the British Columbia-Yukon Railway Company and the British Yukon Railroad Company. Headquarters at Skagway, Alaska.

J. C. Stubbs, third vice-president of the Southern Pacific, has been given full charge of the traffic of the Harriman lines west of the Missouri River, including the Union Pacific, Southern Pacific, Oregon Short Line and O. R. & N. Co.





When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your *name, Division number and address.*



The Grand Secretary desires the address of Brother W. E. Williams of Division 124.



The Secretary of Division 322 desires the address of W. F. Wearne. Will some Brother kindly call his attention to this notice.



Will Brother B. Lantry, of Division 356, or any Brother knowing his address, please advise this office, as we have a matter of importance to communicate to him.



The Erie management has fixed 45 years as the age limit for new employees. This is ten years older than the limit named by the companies which have established a pension system.



The Lake Shore is now offering extra inducement to those within a certain radius of Buffalo who wish to visit the Pan American. Tickets are sold at one cent a mile within this territory.



THE CONDUCTOR is pleased to mention the appointment of Brother E. L. Burke, of Division 57, to the position of general manager of the Velasco Brazos & Northern Railway. His headquarters will be Velasco, Texas.



Brother C. H. Wilson of Division 107, employed as yardmaster for the C., G. & P. at Carrel street yards, Cincinnati, had a run all made up on July 15, for a new conductor who failed to put in appearance. It was a girl.



If that old watch you carry goes back on you at times it will sooner or later get you into trouble. See our proposition elsewhere about the Webb C. Ball "Official Standard" O. R. C. watches we are giving away.

Brother Frederick S. Cook, of Division 1, was united in marriage to Katherine A. Farmer, on Thursday, June 20th. They will be at home to their many friends after July 15th at Hotel Atlantic, Marshall, Minnesota.



Through an error in compiling the list of lost cards and obituary, the name of Brother F. E. Detwiler of Division 85 became connected with the latter list and he was reported among those mentioned in the obituary. We are glad to say that Brother Detwiler is still among the living.



The employes of the old Atlantic & Great Western R. R. will hold their seventh annual reunion at Gallion, Ohio, on August 24th, and every man who has ever worked for the old company in any capacity is urged to be present. The business meeting will be held at Seccaum Park.



Brother J. S. Akers, of Division 250, has been promoted to assistant trainmaster of the Norfolk and Western at Radford, Va. The promotion will not only please Brother Aker's immediate friends but it will be a pleasure to the members at large to know that another has been chosen from our ranks to official position.



Brother J. G. Lorton, of Division 119, has been appointed trainmaster of the Dubuque division of the Illinois Central, with office at Dubuque, Iowa. We congratulate Brother Lorton upon his appointment and will express the opinion that the membership feel the weight of the many honors that are being conferred upon members of the Order.



Brother S. A. Miller, of Division 278, says that his Division card No. 5505, together with his receipts for dues and also receipts for M. W. of A., lodge 9365, an annual pass over western division of the C., R. I. & P., and an annual pass for the Denver Omnibus & Cab Co., and several private papers, have been lost or stolen. He desires that our readers watch for their presentation.

The Lackawanna has introduced the system of train dispatching by telephone. The Morris and Essex division is fully equipped and the plan is being extended gradually over the entire system. What a relief this will be to the safety valves of some men who want to tell the dispatchers what they cannot now say in the Morse code.



Our Grand Chief Conductor, accompanied by his wife, left the port of New York on July 20th and landed at Naples, Italy, on July 31st. He will visit the principal cities and places of interest in that state and then make his way upward through Switzerland and other European countries arriving at London about Oct. 1st, from which place he will sail for home.



Many Brothers are remitting direct to the Grand Secretary the amount due for Relief Fund Assessment Number 1, and in each case the amount received is returned by the Grand Secretary to the Secretary of the Division to which the member belongs. Members will please send the amount of this assessment to their Secretary and not to the general office.



We have made arrangements with the Webb C. Ball Co., of Cleveland, Ohio, for ten "Official Standard" O. R. C. watches to go out as premiums to those who send us 75 subscriptions to THE RAILWAY CONDUCTOR at \$1.00 each. This means a reliable 17-jeweled watch, sixteen or eighteen size, in gold filled case, for practically nothing except a little time spent in securing subscriptions. This offer is good for only ten of these watches and if you want one you will have to hurry. Seventy-five subscribers and \$75 secures one for you.



In the great field of dramatic criticism The Chicago Record-Herald has long been jealous of its supremacy, and today its dramatic columns are the most widely quoted of any in the country. Lyman B. Glover in charge of this department, has a national reputation and possesses a wide personal acquaintance with the leading members of the dramatic profession. The Record-Herald keeps continually in touch with theatrical affairs all over this country and in Europe, and its criticisms are of more than passing value. In the earnest effort that has been made of late years to purge the stage of its most objectionable features this paper can truthfully claim a fair share of public approval.



With this number of THE CONDUCTOR we begin the publication of the latest

compiled list of questions and answers on the mechanism and operation of the air brake. These questions are the result of the recent air brake men's association meeting and are up-to-date in every respect. We have engaged Mr. George Parker of the Iowa Central, an expert on air brake matters, to edit this department, and through us he will answer all questions that may arise out of each lesson. No argument is necessary to convince men whose duty it is to do with air brakes that they should give the closest attention to this study for a correct knowledge of this subject has become one of the most important subjects a conductor has to master.



The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

DIV. NO.	NAME.	CARD NO.
53	C. H. Hurdleston	454
59	Thomas Foye	5809
76	John Boylen	5030
85	F. E. Detwiler	3415
88	L. Banks	5268
123	J. A. Sasser	553
128	F. A. Hoyt	1378
179	C. N. Alexander	10134
179	H. A. Johnson	683
196	D. C. Shaw	6788
207	N. E. Wells	3719
245	J. C. Pollard	9021
261	J. H. Dillen	1566
261	W. H. McDuffie	1603
266	A. C. Gould	6548
266	J. J. Wells	6538
276	S. A. Miller	5505
293	John A. Lewis	2395
313	W. P. Murphy	8383
316	Fred Davis	10892
332	J. R. Gillman	3962
332	W. D. McCoy	8985



A clipping from an exchange sent us says that three bachelors, each one of the best known conductors running out of Kansas City, Captain Elijah B. Sill, of Division No. 11, of the Santa Fe, who runs the Pacific coast limited, between Kansas City and La Junta, and covers 1,142 miles in a round trip, and is known by everybody in Kansas south of the Kaw river; Willard D. Glass, of Division No. 55, who runs on the Missouri Pacific Colorado flyer between Kansas City and Hoisington, and Rensselaer W. McClure, of Division No. 3, who runs "one" and "eight" between Kansas City and St. Louis, are about to invade Europe, visiting England, France, Holland and Switzerland and doing the Rhine by boat. They are the invited guests of the American line—an honor that falls to few passenger conductors, especially western conductors. They will sail from New York Wednesday, August 14, on the steam-

ship Kensington, and return leaving Southampton on the steamship St. Paul, Saturday, September 28.

It has been suggested that there would be a "hot time" on the Rhine on the American plan if they were to cross lines with our Grand Chief Conductor, who is also touring Europe.

At a meeting of the Railroad and Warehouse Commission held July 16th, 1901, Wm. Kilpatrick, was elected Secretary, and Chas. J. Smith, Assistant Secretary, effective August 1st, 1901.

A majority of our members have permanent addresses and receive their CONDUCTORS all right, but there is a disposition among one class that moves from place to place to be negligent in providing for the delivery of THE CONDUCTOR until it is brought to their attention and then we receive an autograph letter asking if we are publishing THE CONDUCTOR any longer.

In the rush of homestead seekers to El Reno, it is said that one conductor collected 241 fares on top of his train, from persons who had climbed upon the tops of the passenger coaches to ride. This ought to revive the popular idea of by-

gone days that this conductor had made his stake and was ready to retire, however the greater number of those who sprung this old chestnut are in the asylum or are cared for by friends who humor them in their belief.

The Railway Age states that the Santa Fe has discontinued the handling of stock trains on the double-header plan, in deference to the claims of stock men that long trains were more liable to delays than short ones and that as a result cattle suffered more and hence a greater shrinkage. In this connection we will say that we believe equal deference shown to other shippers would only be fair as there are many classes of freight that suffer more or less by shrinkage.

We realize one thing in the printing of a magazine, we cannot produce one that will please all alike. Tastes differ; one wants a journal on the order of the Police Gazette, with all the latest sensations; another wants something after the order of the Forum or North American Review. The scope is too large to cover and the contrast too marked to permit so wide a variation, hence we have confined our columns to a vein of reading along lines intended to interest the average progressive employee.

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# OBITUARY

**BARGE**—Brother C. L. Barge, Division 222, Chillicothe, Ill.

**BLACK**—Brother S. C. Black, Division 87, Bloomington, Ill.

**DEENAN**—Wife of Brother C. Deenan, Division 2, Buffalo, N. Y.

**DE ARMOND**—Son of Brother Frank De Armond, Division 41, Blue Island, Ill.

**FLANIGAN**—Brother J. C. Flanigan, Division 136, Huntington, W. Va.

**FOLAND**—Brother R. S. Foland, Division 30, Springfield, Mo.

**GAINES**—Brother S. C. Gaines, Division 88, Ennis, Texas.

**GILLULY**—Brother T. Gilluly, Division 287, San Marcial, N. M.

**HERKINS**—Brother S. E. Herkins, Division 320, Dayton, Ohio.

**HOLLIFIELD**—Brother J. W. Hollifield, Division 337, Baltimore, Md.

**LOVELL**—Brother M. Lovell, Division 181, Chillicothe, Ohio.

**MCANNA**—Brother D. McAnna, Division 212, Slater, Mo.

**MERCER**—Daughter of Brother C. F. Mercer, Division 119, Ft. Wayne, Ind.

**MOORE**—Brother P. O. Moore, Division 145, Conneaut, Ohio.

**PATTERSON**—Brother D. A. Patterson, Division 107, Cincinnati, Ohio.

**POTTER**—Brother M. R. Potter, Division 52, Port Jervis, N. Y.

**QUIMBY**—Brother E. S. Quimby, Division 374, Elmira, N. Y.

**REYNOLDS**—Brother T. W. Reynolds, Division 30, Springfield, Mo.

**RODGERS**—Brother W. A. Rodgers, Division 7, Houston, Texas.

**ROSS**—Brother W. E. Ross, Division 267, Kamloops, B. C.

**VAN BUSKIRK**—Brother Michael Van Buskirk, Division 153, Mauch Chunk, Pa.

**WALLACE**—Brother A. Wallace, Division 89, Louisville, Ky.



# GENERAL INFORMATION RELATIVE TO THE MUTUAL BENEFIT DEPARTMENT.

Assessment No. 385, for the death of A. Wallace, July 22, 1901, was issued August 1, 1901. Time for payment expires Sept. 30, 1901.

## BENEFITS PAID FROM JUNE 21, 1901, TO JULY 20, 1901, INCLUSIVE.

Ben No.	NAME.	CAUSE.	Div.	Cert No.	Series.	FOR	AMT.
2180	J. F. Grass	Accident	143	2582	B	Death	\$2,000
2181	G. S. Barger	Heart Failure	172	3874	A	Death	1,000
2182	J. W. Brooks	Apoplexy	329	3150	C	Death	3,000
2183	E. J. Woolheater	R. R. Accident	44	275	D	Death	4,000
2184	John Grimes	Pulmo. Tuber	232	3855	B	Death	2,000
2185	Matt Griffin	Hypertr. Liver	184	3719	B	Death	2,000
2186	F. M. Rorabacher	Pneumonia	6	5126	A	Death	1,000
2187	Joseph Ousey	R. R. Accident	54	1558	A	Death	1,000
2188	Thos. Mead	Tub. fis. rectm	283	1261	C	Death	3,000
2189	J. Early	Thrown from Train	114	4384	B	Death	2,000
2190	A. E. Butts	Pleuro-Pneumonia	6	7271	B	Death	2,000
2191	J. M. McElhair	R. R. Accident	143	5595	A	Death	1,000
2192	Paul Higie	Pneumonia	---	480	B	Death	2,000
2193	H. Corwin	Heart Failure	---	3156	C	Death	3,000
2194	T. M. Mundy,	R. R. Accident	95	852	C	Death	3,000
2195	S. D. Covert	Loss of Hand	70	5298	C	Dis.	3,000
2196	W. E. Dilts	Consumption	307	858	C	Death	3,000
2197	Geo. A. Lukins	Accident	38	1808	B	Death	2,000
2198	J. Hough	Heart Failure	291	3339	C	Death	3,000
2199	A. K. Brown	Accident	331	3562	C	Death	3,000
2200	J. E. Benner	Consumption	46	2286	B	Death	2,000
2201	C. T. Bowman	Ac. Pneumonia	253	2565	A	Death	1,000
2202	W. T. Landers	R. R. Accident	43	1413	C	Death	3,000
2203	C. E. Davenport	R. R. Accident	370	6737	A	Death	1,000
2204	J. Hargrove	Loss of Leg	169	2461	A	Dis.	1,000
2205	W. W. Walters	Extrav. of Ur'e	143	3123	B	Death	2,000
2206	G. C. Phillips	Bright's Disease	298	6339	B	Death	2,000
2207	J. L. McElhany	Accident	1	2191	C	Death	3,000
2208	C. A. Ellis	R. R. Accident	372	230	D	Death	4,000

## NUMBER OF MEMBERS ASSESSED.

Series A, 8,156; Series B, 7,432; Series C, 5,526; Series D, 496; Series E, 70. Amount of Assessment No. 385, \$41,932.

## FINANCIAL STATEMENT.

Received on Mortuary Assessment to June 30, 1901.....	\$4,800,545.15
Received on Reserve Fund Assessment to June 30, 1901.....	78,146.19
Received on Expense Assessment to June 30, 1901.....	80,620.80
Received on Applications, etc., to June 30, 1901.....	70,177.71
	<b>\$5,029,489.85</b>
Total Amount of benefits paid to June 30, 1901.....	\$4,727,467.00
Total Amount of expenses paid to June 30, 1901.....	145,180.65
Cash on hand June 30, 1901, Mortuary Fund.....	71,078.15
Cash on hand June 30, 1901, Reserve Fund.....	78,146.19
Cash on hand June 30, 1901, Expense Fund.....	5,617.86
	<b>\$5,029,489.85</b>

## EXPENSES PAID DURING JUNE.

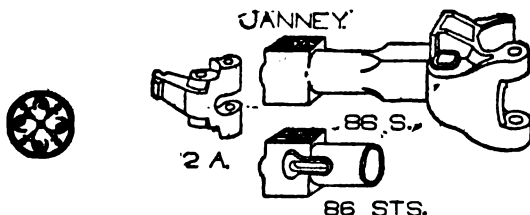
Fees returned, \$4.00; Internal Revenue, \$5.50; Sundry expense, \$759.12; Postage, \$231.95; Stationery and printing, \$50.25; Salary, \$463.00; Medical Adviser, \$60.00; Disability Ass'ts., \$33.00.

W. J. MAXWELL, Secretary.



# THE JANNEY COUPLER

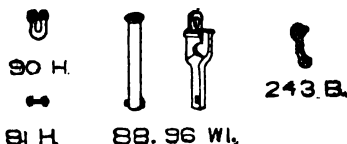
The **ORIGINAL** and **LEADING** M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.



LIST OF DETAILS.

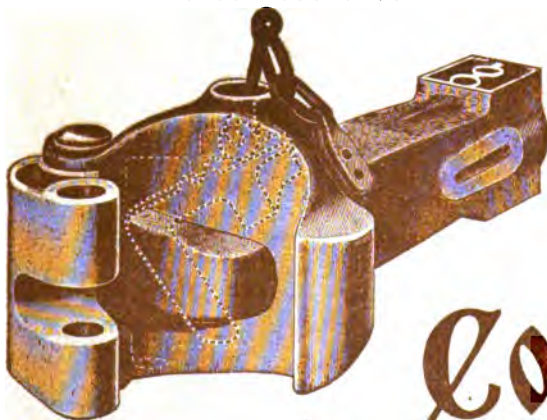
No.	Name.	Material.
2A	Knuckle.	Wrought
86S	Coupler Casting	Malleable
86STS		Malleable
86	Knuckle Pin.	Steel
90H	Clevis	Malleable
91M	Clevis Pin.	Malleable
90W	Locking Pin.	Malleable
243B	Trigger.	Malleable

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We always keep Piso's Cure for Consumption in the house for coughs and colds. The children beg for it. We have recommended it to our neighbors.

MRS. J. T. BALRS,

Box 43, Augusta, Okla., Sept. 5, 1900.

Piso's Cure for Consumption cured my daughter of an awful cough which the whooping cough had left her with. I can say that it is the best remedy for coughs I ever used.

ADELBERT C. PANGBORN,  
Conway, Mich., Sept. 17, 1900.

# The Railway Conductor

SEPTEMBER



1901

PUBLISHED BY THE  
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CEDAR RAPIDS, IOWA.

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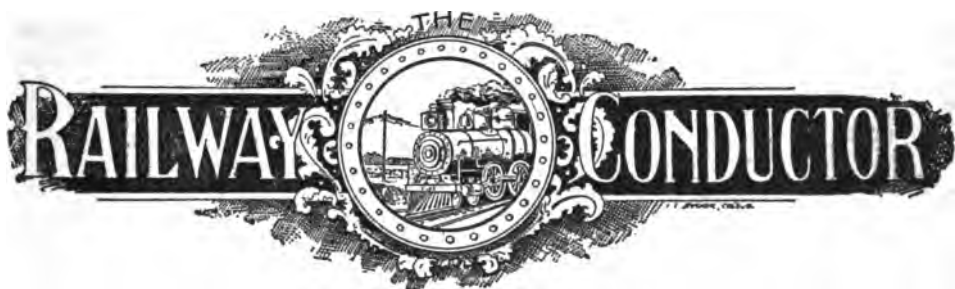
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by all the leading  
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The Westinghouse Air Brake Co.,

PITTSBURGH, PA.

BA2





VOL. XVIII.

CEDAR RAPIDS, IOWA, SEPTEMBER, 1901.

No. 9.

## WOMEN DEFINE AUXILIARY.

BY SISTER MARTIN.

There was a meeting at Sister Mack's, called by her to discuss matters "purely auxiliary."

Sister Mack always sent out these little perplexing notes when she had one of her bright ideas in mind. Sister Mack was profound; when she began to unravel one of her theories we didn't know where she would lead us nor how far we would follow her until we should become swamped, but by clinging close to her she always led us successfully through some plan that would have been a credit to our government diplomats.

The meeting was arranged for Friday, and Friday is a day for bad luck, but Sister Mack seemed to defy the evils that tradition set aside to follow this day and in response to her summons a baker's dozen responded. When someone suggested that the number present—thirteen—together with Friday as a day of meeting, looked rather ominous for any plan Sister Mack might have, she said the signs could not be more propitious for her plans, and immediately took her station at the head of the little circle. When a hush fell upon the little assembly—and I wish to assure you that thirteen women were actually silent for more than ten seconds—Sister Mack said:

"Sisters, I have requested you to meet here today to discuss a plan I have in mind that I believe involves the true spirit or the basic principle upon which our Auxiliary rests."

Sister Greenly looked at Sister Brown and winked her approval and Sister French looked at me with a look that

said: look out, she has something up her sleeve, as Ed sometimes says when he means that someone has a motive concealed back of an apparently open action.

"Our Auxiliary," she went on, "is not maintained alone for the social features that surround it. If we have been a success socially it has been because we have worked to that end. We can only succeed in anything by throwing our whole soul in the work and by earnest endeavor try to reach the goal of our ambition. I believe there are assembled here the most earnest workers of our little band."

Here a flush of pleasure mounted the cheek of every one, for women will be women, you know, and love a compliment. Sister Henning did cast a sly glance at Sister Nevins that looked rather disapproving, for you see Sister Nevins had not been to meeting for ever so long, and it seemed she was scarcely deserving of the compliment "earnest worker," still to her credit it must be said that she attended every one of Sister Mack's discussion meetings.

"We are the ones upon which every progressive movement logically depends," said Sister Mack, looking directly at Sister Nevins. The plan I have in mind is simply to start a preliminary investigation of the reason for non-attendance of our husbands at their meetings."

A shocked look came to the face of Sister Brown, who threw up her hands and said:

"Well, goodness me! If that is the object of this meeting it appears to me that

we had better adjourn. I, for one, don't believe that it's any of my business to make inquiry into the reasons why Mr. Brown does not attend Division meetings. He is clearly his own boss, and I am sure that any interference on my part or suggestions of his duty in that connection would be promptly met with an advice to attend to my own business."

"We will get to that later on, Sister Brown," said Sister Mack, smiling sweetly. "These investigations may be carried to any extent deemed advisable, but they must convey clearly the specific reasons why they absent themselves from their meetings. It must be understood that this action on the part of this special body is intended for their ultimate good and our consequent benefit. If I did not see any benefit to be derived from association in an organization founded upon the principles of the Order to which our husbands belong, I would not lend any effort toward it, but I do see much in it to warrant every effort that it is possible to give, and this meeting is called with the purpose in mind of solving a question upon which their interests depend. I have here," said Sister Mack, going to the side-board and lifting a cover, "a beautiful cut-glass bowl, which I will present to the Sister who will, at our next meeting, give me the best written statement of reasons why her husband does not attend his Division meetings and why his support is not more generally given to the Order."

There were exclamations of admiration from everyone present. Sister Brown always did love cut-glass, and when the sunlight fell upon it, causing its rainbow hues to scintillate and almost dazzle the eye, she said:

"Really, I did not understand how simple the task required of us. I shall certainly work hard to present a good report of the reasons why Mr. Brown does not attend. I think it just shameful that he neglects his duty, and at our next meeting you shall know just what his reasons are."

"And I, too," said Sister Greenly.

"Sisters, I have not much criticism to make against my husband, for I have been derelict in my duties toward my own lodge; still I have always rendered such

assistance as was in my power to the plans originated by Sister Mack."

At this speech from Sister Nevins we all clapped our hands. She continued:

"Perhaps I should not judge the effort of the Auxiliary to add funds to our treasury or provide pleasure for ourselves in the shape of socials or entertainments, but I have never been able to see anything in them that I could directly construe as truly auxiliary to the Order to which our husbands belong. It is true that our teas and luncheons are open to them, but Tom has a hard run and he would much rather enjoy a bite with the children and I than fix up to go to some ones' house to partake of a few delicacies that don't stick to a workingman's ribs. I have always found something well-founded in Sister Mack's plans and they always tend to touch the spot. I am ready with my whole heart to do my share toward her plans now, even though she has not revealed to what purpose she intends to put our reports."

"Bravo! Bravo!" we all cried

As a little bell tinkled, Sister Mack called the meeting to a close and invited us into the dining room, where she had arranged a most dainty luncheon. During the repast each one added to the assurances she had already given, that she would furnish specific reasons why her husband absented himself from meetings of his Division.

During the two weeks that followed no one could say what the other members of the "Sherlock Holmes" club were doing—a name that I have applied and which seems fitting to the work before us. Each was working in a way peculiar to herself, saying nothing of her progress to anyone. Each one felt that she was striving, not only for a premium offered by Sister Mack, but that she was contributing to the Auxiliary by aiding in Sister Mack's plans. At last the day for the reports came. Not one of the baker's dozen was absent. Sister Mack showed her pleasure in every look, and when the meeting was called to order there were looks of anticipation from all. The hum of gossip ceased the instant Sister Mack took her station.

"I suppose, Sisters, you have all tried so hard to carry away the premium offered



for the best paper that it will be hard to determine who is winner, still I hope the award will go where it should. We will begin alphabetically, if you have no objection, to receive the papers on the subject before us. Sister Brown, is yours ready?"

"It is, Sister Mack."

"Just pass them to me and I will arrange them in their order of reading."

"Oh, dear! are our opinions to be aired publicly—that is, before the Sisters here?" said Sister Simpson.

reading, I believe. I will take up Sister Brown's paper first."

"Sisters: Recognizing the necessity of concerted action in any enterprise, and having faith in the wisdom of Sister Mack who has demonstrated her generalship in so many matters of interest to the Auxiliary, I have applied myself to the study of the reasons for absence from Division meetings. I waited until the last meeting of the Division in order to have a specific case to report and one that would present the subject in its freshest phase.

"Mr. Brown tore the wrapper from his



WHAT A COW DID TO A ROCK ISLAND TRAIN

"Certainly. We are gathered here for a common purpose and unless we work in unison we can accomplish nothing," said Sister Mack.

"Mine is written so horrid bad that no one can read it," said Sister Warren as she handed in her neatly written manuscript that resembled copper plate. Sister Mack made no comment and just a shade of disappointment crossed Sister Warren's face at the nonchalant air in which it was received.

"I have them arranged in their order of

CONDUCTOR shortly after he had finished breakfast and glanced at the few pictures it contained, then threw it down. A copy of David Harum next caught his eye, but that, too, soon tired him and he threw it down. Several copies of Leslie's which were kindly loaned to me were taken up and the pictures read with great relish, after which he threw that away and stretched himself out under the trees to smoke and mentally calculate how much the latest wage schedule would help his pay at the end of the month. Lunch was announced and after that meal I called his attention, as I always do, to the fact that this was meeting day.

Only a short grunt of dissatisfaction was my answer. As time neared the hour of meeting I asked him why he never found an excuse to go to meeting any more. 'Oh, I don't know; they never do anything up there but chew the rag, and none has the welfare of the Order at heart enough to try to do anything to help a fellow, and I'm sick of such an Order.'

"During the remainder of the afternoon he worried the cat and spanked Annie for being fretful, and finally went off to bed, complaining that Sunday was the longest day of the week."

There was a jolly laugh all around as Sister Martin said, 'I guess that Sister Brown's experience will find a common vein in all our papers on the subject.'

"I will now read Sister Calloway's paper," said Sister Mack.

"Sisters: As I understand the nature of these papers we are to give the actual reasons for non-attendance at meetings by our husbands. In these premises I have no hope of presenting anything so meritorious as to win the trophy but can only give my most recent experience with my husband in my attempt to have him attend Division meeting last meeting. The following is a part of our conversation as nearly as I can recall it:

"'Are you going to meeting today, Cal? they say that you haven't been in the hall for several months.'

"'Nothing going on; what's the use?'

"'Don't you have enough to talk about to interest you?'

"'Would if anybody come.'

"'Who does the talking when everybody comes?'

"'Everybody.'

"'Who talks when only a few come?'

"'Nobody.'

"'Why, then, don't everybody turn out and talk over the things that interest all and thus make all your meetings interesting?'

"'Well, I'll tell you how I'm fixed; after I miss a few meetings I don't have the same desire to go. There are a few that make meetings pretty interesting, it's their natural tact, you see. When they stay away the stuff's all off for a good meeting, and the rest of us just sit around like stokin' bottles and don't think of a thing to say till the Division is closed. I'd rather stay at home and kick up a fuss than go there and spend an hour doing nothing. That's me.'"

There was a general silence following the reading of this paper, and Sister Mack took up the next.

"I will now read Sister Henning's paper:"

"Dear Sisters—The reason that my

husband does not attend more regularly—I say more regularly, for he has not attended but one meeting in sixteen—is because he says that he 'made his holler,' several times before the Division, as he expresses it, against the unjust treatment he is receiving and has never had a single case taken up by the Division. He says men are no Brothers who can ignore complaints like his and he don't intend to give them any of his time."

This paper was followed by expressions of sympathy from several members of the Auxiliary, who thought that his was a good reason, indeed, for keeping away from so unappreciative body of men.

Sister French's paper was taken up and an excuse made by Sister Mack that she had unintentionally gotten it out of its order, but no objection was raised. She said:

"My husband says that his run is so hard that he don't get rested from Saturday night to Monday morning, but I noticed that he took in the ball game on Sunday afternoon at the park, when he might have been at Division meeting. I reminded him of the day, as I always do, but he went away to stretch his legs a bit and got carried away with the crowd going to the game. Other Sundays he sits and finds fault with the Order because they don't pension all their old conductors at half pay, or grumbles at the delegates to Grand Division because they don't knock down the extra assessments that are making us poor."

"Well, I just think he is right, too," said Sister Warren indignantly. "They have established a reserve fund, and now they have got up what they call a relief fund and have got the double-headers on the insurance slips every third month. I think Brother French is pretty near right."

"You will give your attention to Sister Kellar's paper," said Sister Mack.

"Beg pardon, Sister Mack, but you have not read my paper. My name begins G," said Sister Greenly.

"Excuse me, Sister Greenly; I have it here."

"Sisters—Mr. Greenly finds his excuse for non-attendance in the fact that the officers of his Division have been in office two years and have not even completed the memorizing of the opening and closing charges. He says that verbal complaints involving serious charges against the company have fallen upon deaf ears in the Division room by those who have been constituted officers to take up appeals of this nature."

"Well, who are those officers, I wonder?" asked Sister Simpson indignantly. "I should think they could be impeached."

"You will give your attention to Sister Kellar's paper."

"Mr. Kellar pleads laziness only as an excuse."

"I have Sister Kline's paper for the next."

"Mr. Kline says that he has not been treated fairly. He remitted his assessment only three days after the time for payment and was informed that he had forfeited his insurance. This cost him an extra dollar to secure the very same certificate only a different number. He says that numbers come pretty high. He also says that THE CONDUCTOR is filled up with a lot of letters from correspondents who are not in train service, who have become back numbers, and that the editorial is all so dry that the bible would be a joke book beside it."

There was a titter around the circle as Sister Mack concluded the reading of this letter. Her face was serene, however, as she took up Sister Lane's letter.

"From Sister Lane," she said.

"Mr. Lane goes to every meeting when he is in, but says that when his term of office is expired he will let the others go up to the hall and visit the empty chairs."

"Well, we don't blame him, either," came a chorus.

"Sister Nevins comes next."

"Mr. Nevins' run takes him away from this terminal every Sunday. He says that he would like to attend meetings and would do so were he so situated that he could. He has his money ready for every assessment, and says it is money well invested."

"Sister Martin's letter comes now."

"Mr. Martin is one of the oldest conductors in passenger service here today, and at the same time the oldest member in the Division. He has always taken active interest and often waits with much eagerness for someone to come and help him mount the stairway leading to the Division room. He has been forgotten of late, however, and feels badly over it. He is much gratified over the action of the St. Paul convention, for he says that he will never be able to take out another train."

Sister Mack then said: "My own paper."

"Mr. Mack says, The Order is just what we make it. At present it does not receive the support of fifty per cent of the membership. It is every wife's duty to see

that her husband is surrounded at all times with those influences that tend to elevate his character and improve his mind. She is his helpmeet, and upon her he depends to a certain extent for advice. He seeks her counsel if she be conservative. Upon her his success largely depends. Her gentle influence can weld shackles on his limbs or give him pinions to rise above those who struggle in contention from morning till night. If she accept the duty, she can constitute herself the guiding star of the Order, for by her influence all those who have proved recreant to the trusts reposed in them can be led to see their duty clearly."

"Good! Good for Mr. Mack. His faith in woman is just lovely!" we all cried.

"Listen to Sister Simpson's paper."

"I have my husband with me but four nights in the week. When Sunday comes I want him to myself. If the Division has matters of business to execute there are enough without him, and I have planted my foot firmly against his attending meetings. I don't care whether he retains his membership at all or not, for the Order does not give us our support."

There was no reply to Sister Simpson's paper.

"Last comes Sister Warren's paper."

"Mr. Warren says that his only time to attend to business is on Sunday, and if he expects to get any pleasure it must be on that day. His horse takes a great deal of attention, and in order to get anything out of him he must be driven regularly and exercised. His Division meetings conflict with these duties, and he feels that his service as their Chief Conductor for two terms ought to release him from attendance and active duty in the Division room. He says that he is too busy to read the journal when it comes, and when he does open it he says that it has nothing in it but a calamity howl from a lot of fellows who don't know how to take care of a job when they get one and want to use the journal to air their petty grievances that ought to be straightened out in their local Divisions. He says that the officers of the Division are doing all they can with the support they get, and if the members would obey the laws they would have a big turnout at every meeting. What they want is someone to club them out."

"Brother Warren is prescribing a rather drastic formula for himself," said Sister Mack, laughing. Then continuing, said:

"Now, Sisters, let us look into these laws suggested by Brother Warren. I have a copy of the constitution and statutes of the Order here and they give a specific remedy for the many com-

plaints we have heard. If we are to merit the high place in the esteem that every wife is held and are to be taken into counsel in matters pertaining to their welfare, let us understand the surroundings that affect those conditions that obtain for us," said Sister Mack taking up a copy of the laws governing the Order.

"Brother Brown says that they chew the rag and don't do anything to help a Brother." Let us see what Section 64, lines 18 and 20, say:

"No complaint will be considered that is not reduced to writing."

"Did Brother Brown make his complaint to his Division in this manner?"

"Of course not; what is the secretary for?" said Sister Brown in an injured tone.

"The laws must be subserved to the letter and it is the duty of the complainant to state his grievance in writing. If he has not done so he has no complaint, for it indicates that he has not the courage to stand by his statement when the same is taken up for adjustment before the officials."

"I did not think of that. O, but won't I poke him up when he makes the next complaint to me about no one helping him!"

"Brother Calloway says that upon a few depends the life of the meeting and when they are absent no interest is there. I will ask you, Sister Calloway, did Brother Calloway ever use his influence to secure the attendance of those whom he felt were necessary to having an interesting session?"

"Oh, my, no!"

"Has he ever intimated to them that attendance would be increased at meetings if they in whom this interest is centered would but come out?"

"I think not."

"Then your duty lies in that direction; it may appear humble to have your husband solicit the attendance of other members whose duty is to attend without solicitation, but who can tell how far or how deep such words may sink into an appreciative heart when told that the attendance of his brother depends upon his versatility. Will you try with your influence to accomplish this?"

"I will."

"Brother Henning has substantially the same complaint as Brother Brown."

"Sister Mack, I did not understand their laws and I believe that his complaint was only a verbal one. I will use my influence to get him to attend meetings and will read his laws with him and discuss them so that he will be perfectly conversant with them."

"That is a noble resolution on your part, Sister Henning," said Sister Mack. "Now comes Brother French's complaint:"

"He says that he don't get rested. Tell Brother French to try Hoods Sarsaparilla; it's good for 'that tired feeling.' As to his complaint about pensioning all old men on the premiums paid in on insurance, I will state that the premiums now paid in are not sufficient to pay the claims of the department for death and disability. If he complains about his assessments being high now, what must he expect if an assessment would be added to cover an amount sufficient to pension all the old men? As it is now, each member pays in sixteen dollars a year; at this rate it would take nearly sixty-three years to pay out one thousand dollars. Add that to his age when he was promoted and became eligible to membership in the insurance department of the Order and you have a man close to ninety years of age. The average policy runs about fifteen years. During this time the deceased pays in \$240 and his beneficiaries draws out \$1000. No one will ever pay in the full face of his policy. How then can such a margin be maintained that will justify the payment of a pension?"

"Oh, I didn't see it in that light, Sister Mack. I supposed that there was an inexhaustable fund at headquarters — at least it seemed they had money hoarded away that could never be used."

"They are not coining money there, Sister French."

"Well, I understand it now. I'll just set a bee buzzing in George's bonnet the next time he says pension to me. But it's a great deal like some of his other ideas of household economy that he tries to preach to me. His theories don't work out worth a cent when he tries to make the money reach at pay-day."

"I am glad to know that you understand the nature of the insurance plans upon which payments are based, and I trust you will be successful in making Brother French understand them. Now comes Brother Greenly's excuse: He says that the officers don't memorize charges and that verbal complaints fall upon deaf ears."

"You have heard the law read, Sister Greenly, about submitting complaints; don't you think that if Brother Greenly governed himself according to the de-

a kindly way, showing the beauty and impressiveness of memorized delivery."

"I will, Sister Mack; I have learned a great deal this afternoon in the way that I can help my husband to attend to his duties better and I will put them into effect at once."

"I am pleased to hear you say this, Sister Greenly. Now comes Brother Lane: An able support will change Brother Lane's mind, for I believe that he has the Order at heart and will serve them as long as they wish, if you will but encour-



WHAT A COW DID TO A ROCK ISLAND TRAIN

mands of the laws that his complaint would receive recognition?"

"Well, surely I don't know."

"Let me assure you then, that his complaint would receive recognition, for my husband has often expressed a desire to take up Brother Greenly's case if he will but submit it to the Division according to the provisions of their laws," said Sister Mack, with something like a decision to her tone. "As to memorizing charges, ask him to bring the matter up in meeting in

age him, Sister Lane."

"Thank you; I will do so."

"Brother Martin comes next; I need not urge any of you in this case. I feel that each of you will make personal effort to have your husbands call for Brother Martin and help him up the stairs. It will be an incentive too, to them, seeing his loyalty."

"My own paper needs no comment, for I have said nothing new from what I have said on other occasions."

"We have not heard from Brother Simpson at all. Sister Simpson has expressed her sovereignty, but that is all. Does any one present know Brother Simpson's attitude toward his Order?"

"Am I to consider myself ignored?" said Sister Simpson rising stiffly.

"Certainly not! We felt that he must have some kindly feeling for an Order whose representatives got him re-instated after a summary dismissal; that usually means a hopeless case. That is one of the objects of the Order—to help a Brother in distress. Has he so far forgotten the help rendered him, that he now ignores the Order? Your authority over him gives him no chance to show his gratitude or help those who may become similarly entangled. My husband may need his counsel and assistance, but if he is not at meetings to give it, where should he look for it? The very influence that you are exerting to keep him away from his meetings is taking away from him his greatest protection in time of trouble which comes to all our husbands sooner or later. When that time does come and he looks around him for protection, will it afford you any consolation in the thought that you were the cause of severing his connection with the Order?"

"Oh, please don't put it that way, Sister Mack," said Sister Simpson tremulously. "Really, had I known the importance of attendance, I should not have uttered the words in my paper. If Harry is a factor of the great work that belongs to the Order, he will have my assistance hereafter. It was I who had forgotten the noble work done by the members to get him re-instated. I alone am to blame. I know that he will never forget them and would do anything in his power to further the interests of the Order, had I not objected to his going to meetings."

"Sister Simpson, we all heartily congratulate you upon your decision. Brother Simpson is one of those members whose presence adds to the life of the meetings and upon him, perhaps, depends the attendance of several others. Will you ask him to go next meeting and regularly hereafter and urge him to keep in mind those who assisted him and give the credit to the Order which binds them together for that purpose?"

"I will," said Sister Simpson, wiping the tears from her eyes and looking up with a glad smile at Sister Mack.

"Now comes the hindmost: You may tell Brother Warren, for me, that he knows who will get him if he persists in staying away from meetings longer. I think, Sister Warren, you can see the necessity of urging his attendance after what has been said."

"Yes, and I want to tell you all that I've got something to say about that horse, too; I got a mighty sight more company out of him when he was a regular attendant at Division meetings, than since he's bought that horse. I've put my foot down, too, but mine goes down to say that Division meeting come first; me next and the horse last!"

There was a clapping of hands all around the circle, for Sister Warren's sentiments seemed to strike us as about the right kind of spirit. Sister Mack then said:

"Sisters, we have laid the foundation this afternoon, for a noble campaign. Let us not forget or grow weary of the tasks assigned. Some may find a more laborious task than others, but remember you are entitled to greater honor if you succeed, than if the task were easy, for you have more stubborn minds to convince. We will now decide who is entitled to the honor. I will present the bowl to the one receiving the highest number of votes; I shall not enter the contest myself."

Then came the distribution of ballots. As each Sister looked around the circle, to choose her candidate, there was a happy smile upon the faces of all; then as if of one accord, each wrote a name and passed it to Sister Mack. When all had voted, Sister Mack arose and walked to the sideboard and procured the bowl which she placed on the table in our midst, and said:

"Sisters you have cast twelve votes; Sister Warren has received one, the remainder were cast for Sister Simpson."

There was a pathetic scene for the next few moments. All shared their tears with Sister Simpson, but they were tears of gladness. At last she said, smiling through her tears:

"I know now, what the doing of good



for evil means. I know there was no merit in my paper, but Oh, Sisters, this lesson will never be lost upon me."

It was a happy gathering that left Sister Mack's that day. A feeling prevailed in every heart that much good had been done. The obligation of the Auxiliary as a basic principle we all found to be merely the foundation for that grander structure dependent upon our hands to be built, in order to justly merit the name

Auxiliary—helper. When Brother Martin came home after the meeting following our special at Sister Mack's, he was jubilant.

"Why Mary, what do you think? The best meeting today we ever had! Every body out—Simpson, Brown, Warren, Nevins, Greenly—the whole push!"

Now, who says women have no influence for good or evil?



## PROGRESSIVE FORM OF QUESTIONS AND ANSWERS ON THE AIR BRAKE.

EDITED BY GEORGE R. PARKER.

Courtesy F. M. Nellis. Secy. Air Brake Assn.

[NOTE.—This department is opened for the benefit of our members, and any questions asked should pertain directly to the lesson or which has been printed. Address all communications to THE RAILWAY CONDUCTOR.]

### THE BRAKE VALVE.

Q.—91. From the pump where does the air go?

A.—To the main drum and thence through a separate line of pipe to the brake valve.

Q.—92. From the pump to the drum and back to the brake valve is all what pressure?

A.—Main drum pressure.

Q.—93. It passes through the brake valve into what?

A.—The train pipe, and thence through the brake apparatus as described before.

Q.—94. In what position of the brake valve is there a direct opening from the main drum to the train pipe?

A.—In full release position.

Q.—95. In this position how would the main drum and train pipe pressures stand, comparatively speaking?

A.—Equal.

Q.—96. Is there any other position of the brake valve in which the pressure may pass from the main drum to the train pipe?

A.—Yes; running position.

Q.—97. In that position has it a free passage or not with the Plate D 8 brake valve.

A.—No; its passage is regulated by the excess pressure valve and spring.

Q.—98. What effect does this valve and spring have?

A.—It prevents the pressure from passing into the train pipe in that position until an excess pressure of about twenty pounds is obtained in the main drum.

Q.—99. What is the excess pressure to be used for?

A.—For recharging the train pipe quickly after an application, thus effecting a prompt and certain release of the brakes.

Q.—100. What is the next position of the brake valve and what does it signify?

A.—Lap position; all ports closed.

Q.—101. When is it used?

A.—When holding the brakes on after an application; when the train has parted or the conductor has applied the brakes and also when coupling to air-braked cars.

Q.—102. What is the next position and its use?

A.—Service stop; should be used for all ordinary stops.

Q.—103. It was determined with the triple valve that to apply brakes train pipe pressure must be reduced; in this position does the engineer draw directly from the train pipe proper?

A.—No; he draws directly from the equalizing reservoir or the chamber above the equalizing piston.

Q.—104. How does this cause a reduction in train pipe pressure?

A.—In either the running or full release position the chamber above the equalizing piston is charged equal to the train pipe; on lap neither pressure is disturbed, so they remain equal; in the service stop position the engineer reduces the pressure above the piston any amount he may desire, this leaving the train pipe pressure a corresponding amount stronger, the piston is forced up, unseating a valve on the piston stem which allows the train pipe pressure to escape to the atmosphere until it has reduced an equal amount to the equalizing reservoir pressure, or a fraction below it, when the piston will reseat itself gradually, thereby gradually closing off the discharge.

Q.—105. What particular benefit is derived from this form of brake valve?

A.—It permits the engineer to make light, uniform reductions throughout long trains, sufficiently fast to cover all leakage grooves, yet not fast enough to obtain quick action where that form of triple valve is used; and automatically closes the discharge off gradually, thereby preventing the release of the head brakes of the train.

Q.—106. Upon a 5 pound reduction in the pressure in the equalizing reservoir, or chamber above the piston, what amount would be permitted to escape from the train pipe?

A.—A like amount of 5 pounds.

Q.—107. Would the blow, or escape, of air from the train pipe exhaust be any longer with a long train than with a short one? The same reduction in pounds being made in each case.

A.—Yes; the volume of the long train pipe being so much greater, it would require a larger volume of air to escape to make the same reduction in pounds. As the air escapes through the same sized opening in each case, it would take longer for the greater volume to escape.

Q.—108. What is the next position?

A.—The emergency; in this position a direct opening is made from the train pipe to the atmosphere.

Q.—109. When is this position to be used and how?

A.—Only in cases of emergency, and then the handle should be moved directly to that position and allowed to remain there until the train stops or the danger is passed.

Q.—110. Is the equalizing feature of the brake valve operated in the emergency position?

A.—No. An opening from the train pipe to the atmosphere that is as direct as possible, and large enough to obtain quick action, is the only opening made in that position.

Q.—111. Heretofore the older form of Plate D 8 brake valve has been considered; is there any operative difference between this form and the later one, or Plate E 6 form of valve?

A.—Only in the running position.

Q.—112. What is the difference in that position?

A.—Instead of obstructing the passage of air from the main drum to the train pipe until the excess pressure is accumulated it permits a free passage until the maximum train pipe pressure is reached, and then automatically cuts off the supply, allowing the pump to compress the air in the main drum until the maximum is attained, then the pump governor will stop the pump.

Q.—113. How is this accomplished?

A.—By the feed valve attachment, which in this position controls train pipe pressure, the pump governor being attached to and controlling drum pressure.

Q.—114. In the event of a leak in the train pipe what would be its operation?

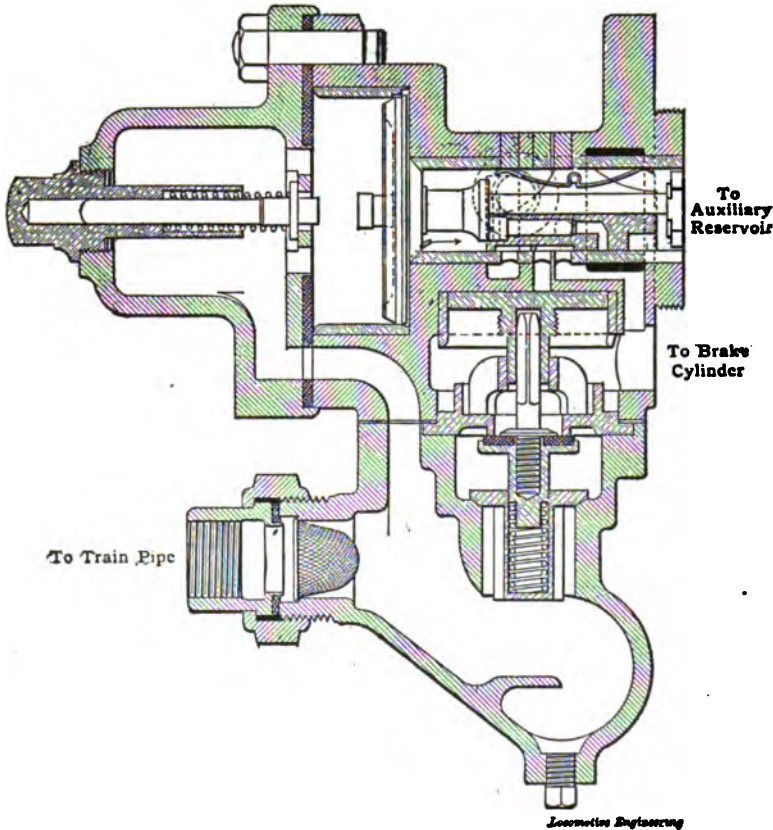
A.—The feed valve would automatically open and permit the main drum pressure to supply the leak.

Q.—115. Does the feed valve operate in the full release position?

A.—No; in that position there is a direct communication from the main reservoir to the train pipe, the same as in the other forms of valves.

Q.—116. Is there any other noticeable difference?

A.—Yes; immediately after leaving the running position in the direction of full release a warning port is uncovered which should attract attention to the fact that the



QUICK ACTION TRIPLE VALVE.

handle is in the wrong position, by the noise of the escaping air.

Q.—117. Sometimes a very noticeable flash occurs at the train pipe service exhaust when releasing brakes, as though the equalizing piston had raised. It is a noticeable fact that this never occurs with a long train, but only with the light engine or a few cars. What causes it?

A.—When the valve handle is placed in full release position, the supply to the train pipe is much greater than that to the equalizing reservoir, thus charging the chamber under the equalizing piston faster than the chamber above it. This causes the piston to raise until the pressures equalize. Bringing the handle to running position only aggravates the case, especially with the E 6 valve, as there one of the supply ports to the equalizing reservoir is closed, while the supply to the train pipe is almost as large as in release.

Q.—118. It was mentioned that the discharge from the train pipe exhaust was longer with a long train than with a short one, the same reduction in pounds being made in each case. Does the equalizing piston raise any higher with a long train than it does with a short one?

A.—The lift of this piston varies to a certain extent with the length of the train. On trains where the volume of train pipe pressure is less than, or just equal to, the volume of equalizing reservoir pressure as compared to their respective openings to the atmosphere, the piston cannot raise its full lift on account of the rapid reduction of train pipe pressure under it. On trains where the volume of train pipe pressure is greater than the volume of equalizing reservoir pressure, as compared to their respective openings to the atmosphere, the piston will be raised its full lift.

#### THE AIR PUMP—(8-INCH PUMP).

Q.—119. This device was previously referred to as an air compressor. Where is the power developed to operate it?

A.—In the upper part, or steam cylinder. The lower part, or air cylinder, performs the functions of a compressor.

Q.—120. Where is the steam received at the pump?

A.—At the steam connection at one side of the steam cylinder. It passes directly into the chamber between the two ends of the main valve, and is admitted by it to the steam cylinder. This main valve, performing the functions of the slide valve of a locomotive, by admitting steam above the piston on the down stroke and underneath the piston on the up stroke.

Q.—121. On the down stroke of the piston, what opens the port to the upper end of the cylinder?

A.—The two ends of the main valve being of unequal area, the upper end being the greater, as soon as steam is admitted between them it forces the valve to its upper position, uncovering the port to that end of the cylinder. At this time it also opens the exhaust port from the lower end of the cylinder.

Q.—122. When the downward stroke is completed, how is the motion of the pump reversed?

A.—As the upper end of the main valve is the greater in area, in order to force it downward, additional downward pressure is needed besides that of the lower end of the valve. The reversing piston is therefore added to assist the lower end of the main valve in its work. To do this, steam is admitted on top of the reversing piston by the reversing valve, which is caused to uncover its port by the downward pull on the reversing valve rod when the piston has about completed its stroke. When this valve uncovers its port and admits steam on the reversing piston, the combined downward pressures of the reversing piston and the lower end of the main valve, cause that valve to move downward to its lower position. In that position it admits steam to the under side of the piston and exhausts the steam from above it, thus causing the upward stroke.

Q.—123. It was stated that the reversing valve admitted steam on top of the reversing piston, where does it get the steam from?

A.—From the chamber between the two ends of the main valve. A suitable passage from this chamber to the top head, across it and into the reversing valve bush keeps this bushing or chamber supplied with steam all the while that steam is turned on the pump.

Q.—124. When the piston reaches the upper end of the stroke, how is the motion reversed?

A.—As the piston reaches the upper end of the cylinder it again engages with the reversing valve rod, shoving it and the reversing valve upward. This causes the valve to close the steam port to the top of the reversing piston and open the exhaust port from it to the atmosphere, allowing the steam on top of it to escape. As soon as the downward pressure on the reversing piston is relieved, the upward pressure on the main valve will cause it to move upward until the steam port to the upper end

of the cylinder is opened. At this time the exhaust port from the lower end of the cylinder is also opened by the lower end of the main valve.

Q.—125. When the steam end of the pump makes these movements, what action takes place in the air end?

A.—On the upward stroke of the piston the lower receiving valve is raised by the atmospheric pressure, admitting air to the lower end of the cylinder. At the same time the compression above the piston raises the upper discharge valve, forcing the pressure from that end to the main drum. On the downward stroke the pressure in the main drum closes the upper discharge valve, and at the same time the pressure in the lower closes the lower receiving valve and opens the discharge valve from that end, the pressure in that end is forced out to the main drum. Atmospheric pressure also opens the upper receiving valve at this same time admitting air to the upper end of the cylinder as the piston descends.

Q.—126. Does the 9½-inch pump perform duties similar to the 8-inch pump?

A.—Yes; in a more efficient manner.

Q.—127. How is it constructed?

A.—Very much the same as the 8-inch pump, with the exception of the reversing device in the steam end, which is all contained in the top head.

Q.—128. Has this pump a main valve, or differential piston, the same as the others?

A.—Yes, but it is not used to open and close the steam and exhaust ports, but instead is used to actuate a slide valve which opens and closes the ports.

Q.—129. Where is the steam first admitted to this pump?

A.—At one side the same as with the 8-inch. It then passes up through a suitable passage into the top head and is admitted directly between the two ends of the main valve and immediately over the slide valve.

Q.—130. How does it get from that chamber to the cylinder of the pump?

A.—The two ends of the main valve being of different areas, the greater pressure on the large end forces the main valve in the direction of the large end, or to the right. The main valve moving in that direction carries the slide valve with it, which valve at that time opens the exhaust port from the upper end of the cylinder and at the same time admits steam through a suitable passage to the lower end of the cylinder forcing the piston upward.

Q.—131. When the upward stroke is completed how is the action reversed?

A.—As the main piston reaches the upper end of the cylinder it engages with the reversing valve rod and carries it up with it, which forces the reversing valve up also. This reversing valve opens a port admitting steam to the outside of the larger end of the main valve. This pressure, together with the pressure on the inner side of the smaller end of the valve, forces the main valve to the left, overcoming the pressure in the opposite direction on the large end. As the main valve travels to the left it carries the slide valve with it, which valve opens the exhaust port from the lower end of the steam cylinder and admits steam directly on top of the main piston, forcing it downward.

Q.—132. When the downward stroke is completed how is the motion reversed to make the upward stroke?

A.—As the piston reaches the lower end of the cylinder it again engages with the reversing valve rod, and moves it and the reversing valve to its lower position, in which this valve exhausts the steam from the outside of the larger end of the main valve. This valve then being free to act according to the pressure between the two ends, is moved to the right, carrying the slide valve with it, which valve exhausts the steam from on top of the main piston and admits steam underneath it to make the upward stroke.

Q.—133. Where does the reversing valve obtain its steam?

A.—Through a suitable opening leading from the chamber between the ends of the main valve to the chamber around the reversing valve.

Q.—134. Is the operation of the air end of the pump similar to the 8-inch pump?

A.—Yes. On the upward stroke atmospheric pressure raises the lower receiving valve. At the lower left hand of the pump, and at the same time the pressure above the piston is forced out to the main drum past the upper discharge valve, at the upper right hand side of the pump. On the downward stroke atmospheric pressure raises the upper receiving valve, at the upper left hand side, and the pressure below the piston is forced out past the lower discharge valve, at the lower right hand side of the pump.

Q.—135. The two pumps being so similar in principle, what benefits is to be derived from the use of the larger pump?

A.—It has a greater capacity, is simpler in construction and in consequence is less liable to get out of order. Being larger, it permits of greater strength in all its parts and of larger bearing surfaces, which decrease wear. All air valves are of the same size, requiring only one size of valve in stock. All the reversing valve motion is in the top head, facilitating repairs, or exchange, in case of necessity.

Q.—136. How should the air pump be started?

A.—Slowly, to allow the condensation to escape from the steam cylinder and to accumulate sufficient pressure in the air cylinder to form a cushion for the piston.

Q.—137. How much air pressure is required to do this?

A.—About twenty-five or thirty pounds should be sufficient.

Q.—138. What else should be done at the same time that the steam throttle to the pump is opened?

A.—The lubricator should be started feeding freely at first, until the pump has received eight or ten drops of oil; the feed should then be reduced to what may be considered proper.

Q.—139. When should the air cylinder be oiled, how and what kind of oil should be used?

A.—Only when necessary to keep the pump from groaning, through the oil cup provided for the purpose, and only West Virginia well oil (32°), or some other oil that will not gum readily should be used?

Q.—140. Should oil ever be introduced through the air inlets?

A.—No; such oiling has a tendency to gum up the air valves and passages and does the cylinder very little if any good.

Q.—141. How tight should the pump be packed?

A.—Just tight enough to prevent blowing.

Q.—142. How should the pump be run in descending grades?

A.—With the pump throttle well open.

Q.—143. How should it be run at other times?

A.—Fast enough to maintain the full pressure and allow the pump governor to stop it once in a while, but it should not be run with a wide open throttle unless necessary to keep up the full pressure.

Q.—144. Should coal oil, or what is termed carbon oil or kerosene, ever be used to clean out or oil a pump?

A.—No; it is dangerous to use it if the pump is warm, and it does not clean it as thoroughly as other more suitable materials.

#### THE PUMP GOVERNOR.

Q.—145. How does this device, used to regulate the amount of air pressure carried, perform its duties?

A.—By shutting off the steam from the pump, causing it to stop, when the desired pressure is attained.

Q.—146. How does it do this?

A.—By means of a steam valve, in its lower portion, which controls all the steam that goes to the pump, and is closed at the proper time by a piston to which it is connected.

Q.—147. When the desired pressure is attained how is the governor caused to stop the pump?



A.—Air pressure is admitted on top of the piston, forcing it downward until the steam valve is seated, thus shutting off the steam supply from the pump.

Q.—148. How is the amount of air pressure regulated?

A.—By means of the adjusting screw in the top, which increases or decreases the tension of the spring above the diaphragm that actuates the air valve.

Q.—149. How does this adjusting nut and spring regulate the amount of air pressure carried?

A.—In order to stop the pump air pressure must be admitted past the valve in the diaphragm body to the chamber on top of the piston, that it may force it and the steam valve downward. This air valve is held to its seat by the tension of the adjusting spring on top of the diaphragm body. In order to open it the air pressure under the diaphragm must be slightly stronger than the tension of the spring that it may raise the diaphragm and valve. When this amount of pressure is obtained the diaphragm will be raised, opening the valve and allowing the air pressure to pass into the chamber on top of the piston, forcing it downward and closing the steam valve.

Q.—150. How does the pump governor permit the pump to start again?

A.—As soon as the pressure reduces below the required amount, through leakage or other cause, the spring will overcome the weaker air pressure and force the diaphragm down, seating the diaphragm valve, thus cutting off the supply of air from the chamber above the piston. A suitable opening then allows the pressure remaining above the piston to escape. The piston is raised by a spring under it, with the assistance of the steam pressure under the steam valve, and raising it opens the steam valve and admits steam to the pump.

Q.—151. To what air pressure should the governor be connected?

A.—With the Plate D 8 brake valve and all others except the Plate E 6 or D 5, it should be connected to train pipe pressure and the regulating nut adjusted so as to stop the pump when 70 pounds has been attained in the train pipe. With the E 6, or D 5, brake valve, it should be connected to main drum pressure and the regulating nut then adjusted to permit a suitable excess pressure to be carried.

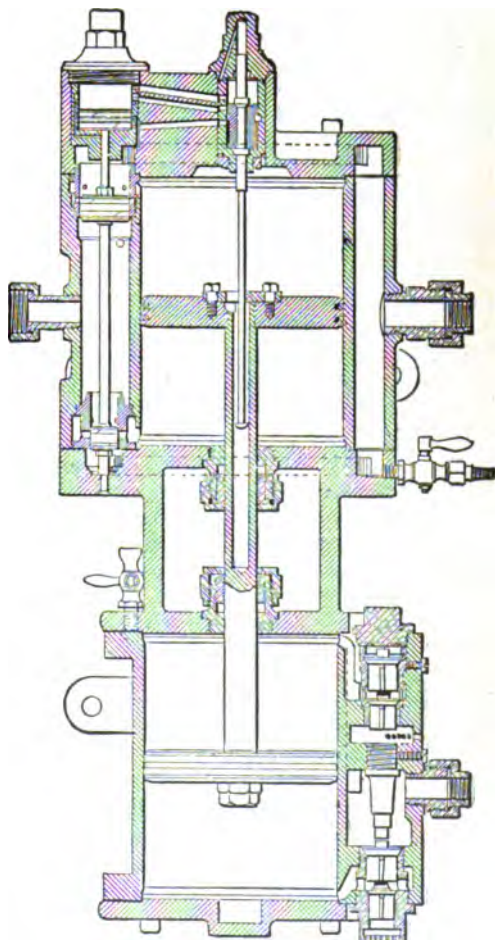
Q.—152. What regulates the train pipe pressure with Plate E 6, or D 5, brake valve?

A.—The feed valve attachment.

Q.—153. Why should the governor, or feed valve attachment not permit more than 70 pounds train pipe pressure to be carried?

A.—Because of the liability to slide wheels if more than that pressure is carried.

Q.—154. Should a less pressure be carried?



*Locomotive Engineering.*

EIGHT INCH AIR PUMP.

A.—No; because if it is the brakes will not be operated to their maximum efficiency.

Q.—155. Is it a reasonable argument in favor of a higher train pipe pressure that when such pressure is used lighter reductions are made in making stops?

A.—No; for in a case of emergency the full pressure would be used, and in consequence the wheels would slide.

#### THE AIR SIGNAL EQUIPMENT.

Q.—156. What is the object of the air signal equipment?

A.—To permit of prompt and accurate signalling from the train to the engine, and as well to notify the engineer if the train parts.

Q.—157. What is it that blows the whistle?

A.—Air pressure.

Q.—158. What are the essential parts necessary to complete the equipment?

A.—The pressure reducing valve, signal valve, whistle, hose couplings, car discharge valve, whistle cord and the necessary pipework.

Q.—159. What is the pressure reducing valve?

A.—A valve attached to the main drum and used to supply pressure for the signal apparatus at a lower pressure than that in the main drum.

Q.—160. What does it consist of and how does it do its work?

A.—It consists of a valve that is held open against main drum pressure by a spring of a fixed or variable tension. As soon as the pressure in the signal pipe exceeds the tension of the spring it compresses it and allows the valve to close, thus preventing too high a pressure being obtained in the signal pipe.

Q.—161. What is the proper pressure for the signal pipe?

A.—The best results are obtained by using a pressure of 40 pounds per square inch.

Q.—162. What is the signal valve and how does it operate?

A.—It is a valve located in some convenient place on the engine and connected to the signal pipe and whistle. It controls the operation of the whistle and consists of a valve operated by a diaphragm, which in turn is operated by the pressure of air on either side of it. The pressure on top of it is the pressure in the signal pipe, the chamber under the diaphragm being charged to an equal pressure through a suitable opening. These pressures being equal, if anything makes a reduction in the signal pipe pressure below that in the chamber, the diaphragm will be raised by the greater pressure underneath and carry with it the valve. This valve will permit the air to pass from the chamber under the diaphragm to the whistle, causing it to sound, until the pressure in that chamber is slightly lower than that remaining in the signal pipe when the diaphragm will be forced downward again, seating the valve.

Q.—163. What is the car discharge valve and how does it operate?

A.—It is a valve placed at the end, or other suitable location on or in the car, and has attached to it the whistle cord. It consists of a valve operated by a compound lever, to which is attached the signal cord. When the cord is pulled the lever opens the valve against signal pipe pressure, thus causing the desired reduction in that pressure.

Q.—164. What kind of a reduction is it necessary to make in order to cause the whistle to sound?

A.—A short, quick exhaust or reduction. The signal valve may be likened to the quick-action part of the triple valve, which will be thrown into operation by a short, quick exhaust, while a much longer, though more gradual, reduction would only cause a service application. So with the signal apparatus, when a short, quick reduction is made, the whistle should sound, while with a longer, though gradual, reduction, it should not sound.

Q.—165. What prevents the operation of the diaphragm and signal valve when a slow, gradual reduction is made?

A.—When the pressure is drawn from the pipe slowly, instead of reducing the

pressure in that pipe below the pressure in the chamber under the diaphragm, the pressure feeds from this chamber back into the pipe, thus removing the power that should operate the diaphragm. It is so constructed, that it may cause the whistle to sound if there is a slight leak in the pipe. This action is also assisted by the pressure reducing valve, which is open at this time, and is feeding the signal pipe. It may be said that the reduction in the signal pipe must be made more rapidly than the reducing valve and signal valve combined can overcome.

### PIPEWORK.

Q.—166. What size steam pipe should be used with the various sizes of air pump?

A.—For the 8-inch,  $\frac{3}{4}$ -inch pipe. For the  $9\frac{1}{2}$ -inch, 1-inch pipe. For the 6-inch, the best results are obtained by the use of  $\frac{3}{4}$ -inch pipe, though  $\frac{1}{2}$ -inch pipe has generally been the standard.

Q.—167. Is it necessary to have dry steam for the pump?

A.—It is necessary to have dry steam for the pump, and if suitable provision is not made in the form of a turret, which has a dry pipe, the pump should be supplied with a pipe extending to the dome, that dry steam may be obtained.

Q.—168. What size pipe should be used for the exhaust?

A.—For the 8-inch, 1-inch pipe. For the  $9\frac{1}{2}$ -inch,  $1\frac{1}{4}$ -inch pipe. For the 6-inch, the best results are obtained by the use of 1-inch pipe, though  $\frac{3}{4}$ -inch has been the standard.

Q.—169. What size pipe should be used for the discharge from the pump to the main drum?

A.—For the 8-inch,  $\frac{3}{4}$ -inch pipe. For the  $9\frac{1}{2}$ -inch,  $1\frac{1}{4}$ -inch pipe. For the 6-inch,  $\frac{3}{4}$ -inch pipe.

Q.—170. What size pipe should be used from the main drum to the brake valve?

A.—One-inch pipe with all equalizing valves.

Q.—171. At what part of the drum should this pipe be attached?

A.—As near the highest point and as far from the discharge pipe as possible.

Q.—172. What size pipe should be used for the train pipe?

A.—From the brake valve to the rear of the tender should be 1-inch pipe. All passenger cars should have 1-inch train pipe. All freight cars should have  $1\frac{1}{4}$ -inch train pipe.

Q.—173. What size pipe should be used for the signal line?

A.—Three-eighths-inch pipe from the main drum to the pressure reducing valve, and from there to the branch pipe leading to the main signal pipe. This branch pipe should be  $\frac{3}{4}$ -inch pipe, reduced to  $\frac{1}{2}$ -inch at the signal valve. The main signal pipe should be  $\frac{3}{4}$ -inch under the engine, tender and cars. The branch pipes on the cars leading to the car discharge valves should be  $\frac{1}{2}$ -inch pipe. The pipe from the signal valve to the signal whistle should be  $\frac{1}{4}$ -inch.

Q.—174. What rules should be followed in putting up pipework in connection with the air brake and signal apparatus?

A.—All fins, or projections, left after cutting and threading should be removed. The pipes should be bent where necessary, instead of using elbows, all bends should be as easy as possible, avoiding short bends where practicable to do so. Low bends that will form a trap for condensation or other accumulations should be avoided. All pipework should be blown out with steam after bending and threading and before erecting. Where lead is used to assist in making a tight joint, it should always be used on the outside of the pipe, and never inside the fitting.

Q.—175. What other point should receive particular attention in erecting pipework?

A.—All pipes should be securely braced by suitable clamps, hangers or brackets. These should be securely fastened to the vehicle and be sufficiently strong to not only resist vibration themselves, but should also prevent the pipe from vibrating.

Q.—176. How should the pipework be tested?

A.—Air pipework should be tested with air pressure and leaks located by using soapsuds.

Q.—177. What is the proper distance between centers of the train and signal pipes?

A.—The signal pipe should be 9 inches from the center line of the car at each end, and the train pipe 4 inches from the signal pipe, giving a distance of 13 inches from the center of the train pipe to the center line of the car. The location of the pipes on tenders is the same at the rear end as on cars.

Q.—178. How far should the pipes be from the rail?

A.—At the ends of cars and tender the train pipe should be 37 inches, and the signal pipe 33 inches from the rail.

Q.—179. Where should the coupling hook, or dummy coupler, be located?

A.—In such a position that the hose coupling may be properly hung up and not kink at the nose. The M. C. B. location under the draw bar is the most convenient.

[TO BE CONTINUED.]

### THE EDITOR'S COLUMN; OPEN TO ALL.

It must be admitted that the encouragement that has been given to the exercise of thought and freedom of expression has been instrumental in the furtherance of mechanical achievements, and has led to a broader and more perfect understanding in connection therewith. Also that a full and free discussion of any subject always leads to a deeper conception on the part of all that are interested therein.

As railroad companies in general are insisting on a rigid examination on the automatic air brake and train air signal on the part of all persons in and entering train service, we believe it would be beneficial and interesting if conductors, and others, would discuss this subject from their standpoint and express themselves in connection therewith by replying to the following:

First. Do you consider that it is absolutely necessary for conductor of passenger or freight train to have a general knowledge of the various parts that comprise, and operations of the, automatic air and train air signal?

Second. Should conductors be familiar with the internal operating parts of the different valves?

Third. Should conductors be competent to locate and intelligently report any ordinary defects that may exist in the air appliances, or with the internal parts of valves on cars and coaches?

Fourth. Providing defects were remedied, do you consider that what has been suggested by the above inquiries would lead to a betterment of brake conditions and increased efficiency of service?

Those replying to the above will confer a favor by giving their reasons for whatever position they may take: giving name of railroad on which employed, and state what facilities, if any, have been furnished by railroad company for instruction in air brakes and air signal.



### \*COLOR BLIND.

It came upon him suddenly one tar-black night when he was pulling a special train of "Raymond-Whitcombs" with the Five-naught-seven; and the effect of the visitation was to smash his nerve for the remainder of the run.

The special had been 15 minutes late out of Grand Butte, the division station, and Macartney was cracking the whip on the curves with the rear Pullman in the endeavor to make Maverick Junction on time. Maverick was his meeting point with a stock "limited," and whosoever delayed a live stock flyer on the C. & G. R. was likely to hear from the train dis-

patcher in language more forcible than polite.

Macartney had regained all but two of the lost 15 minutes when he hurled the 507 on the long grade up the Crow hills. From the top of the grade the lights of Maverick would be in sight; and with a minute to the good at the summit he would make the meeting point on time.

"Keep her hot, Tom!" he shouted across to the fireman; and Tom, having three good names at stake—his own, Macartney's and the 507's—shoveled the coal with a willing hand.

So it came about that the hill was top-

\*National Labor Tribune.

ped in good time; and with the lunge over the summit, Macartney eased off on the throttle and leaned far out of the window to mark down the lights at the Junction.

Everything was as it should be. The stock train was waiting on the siding, and the switch lamps on the main line blinked yellow-eyed in the pitchy darkness. Macartney felt for the whistle-lever, and in reply to the 507's bellowing call the semaphore eye on the station winked twice, the winkings meaning "No orders for you," and giving the train the right to run through the yards without stopping.

"All clear," sang out the fireman from his side, and Macartney reached for the throttle and sent the tourist special thundering down the grade.

It was when the flying special was within twice its length of the nearest switch—the outlet switch for the siding, where the stock train stood—that the appalling thing happened. For a certain dizzying instant the yellow eye of the switch light burned a ghastly blue, then it flickered suddenly to a red, and Macartney was down from his box and fighting madly with the big eight-wheeler—not to make the impossible stop, but to lessen if so he might, by some few wheel-turns, the crash of the inevitable collision with the stock train on the siding.

Miraculously enough, there was no collision. The 507 banged over the switch at fully 20 miles an hour, her drive-wheels sliding in the grip of the wind-jams and a stream of fire fizzing from every break-shoe on the long train of Pullmans; but never a wheel left the straight track of the main line. The straining engine came to stand just opposite the station, and in a twinkling Macartney was down and bursting into the telegraph office, a picture of a handsome young giant in a fury.

"Who's running that stock train?" he exploded in white-hot wrath.

"Hasley, engineer; Logan, conductor," said the operator. "Why? What's the matter with you, Jack?" Macartney had the reputation of being the best natured man on the division, and it was a new thing to hear him rave and swear like a buccaneer.

"Somebody was monkeying with that switch!" he stormed. "It went red on me just before I hit it. Who turned it?"

Just then Logan himself came in to ask gruffly why Macartney did not pull his blanked dude cars over the switch to let the stock train out. Explanations followed—hot ones on Macartney's part. There was already bad blood between these two for Phemie Tredwill's sake.

"You're drunk," sneered Logan. "There was nobody near the switch. Get a move on your varnished cars and let me out of here."

"I say there was!" insisted Macartney; but now other witnesses came to refute him. The yardmaster, the engineer of the stock train, three or four of the station employes; they had all seen the switch, and it had shown a white light, as it should.

"By the Lord Harry! I don't care who saw it." Macartney was beginning again when his fireman drew him aside.

"Let up on it, Jack," he muttered, "'Twas all right, I saw it just as you jerked the air on. Let's go."

John Macartney took his place in the cab of the big eight-wheeler, and the special was presently storming on its westward way again. But for that one night the engineer's nerve was gone. He stood down on the footplate to run, and his hand never left the throttle.

The next time it happened he was "deadheading" over the division in the caboose of a freight train. Not liking the company around the red lobster of a stove—Logan was of it, deadheading also—Macartney had climbed to a seat in the caboose lookout. Being off duty, he fell asleep, and when he awoke the train was running into Rockton. He started up and rubbed his eyes. While you might count five every light in the Rockton yard glared at him with a fiery red eye through the glass front of the lookout window. Then the curious hallucination passed, and he saw the lights as they ought to be.

"Good Lord!" he groaned; "I've got it again! If this thing goes on—" He stopped short, thinking of the lives that he held in his hand every time he climbed to the cab of 507; and being deep in the pit of his trouble he did not hear

a stealthy step on the caboose top, or the slamming of the rear door a minute later.

Three days after the "deadheading" trip, Macartney went on the fast mail run. He had objected, as most of the men did, for the run was a hard one. But the objection was only on general principles, and at heart he was twice glad. For the mail run gave him a clear 14-hour layover at Long Pine, the western end of the division; and Phemie Tredwill's father was the station agent at Long Pine.

By that time there was a pretty fair understanding between the handsome young engineer and Phemie, the brown eyed, though as yet it paused short of house-keeping talk. Macartney was more than willing, but Phemie had a way of changing the subject on him at the critical moment, and for this Macartney learned, in the jealous corner of his heart, that Barton Logan was responsible.

To add to his disquietude on this head, Phemie was always "rubbing Logan in on him," as he phrased it; and she did it again on that first of the mail run layover evenings when Macartney was sharing Phemie's watch in the telegraph office while her father went to supper.

"How is Mr. Logan now?" she asked, sweetly. "We don't see much of him since he took 16 and 17."

These were "doubling" trains, with no layover for the crew at Long Pine, a fact for which Macartney was devoutly thankful.

"He's all right, I guess. I don't see much of him myself," said Macartney, wishing that the little might be still less.

"I am afraid you don't like him very well," said the brown-eyed maid, all innocence.

Now Macartney was a big fellow, with wide-open, blue eyes, a thick mane of red hair, and skin as white, under his clothes, as a woman's. Such men are not adepts in concealment.

"I like him about as well as he likes me, and that's precious little. I hear he has been making his brags that he will run me off the C. & G. R. before he gets through with me."

"Why, dear me! I didn't know you were enemies."

Macartney laughed—the laugh of a good-natured giant. "I'm not an enemy, but I guess he is."

"What is the trouble?" asked Phemie, again all innocence.

"You," Macartney blurted it out before he could take time to consider if it were the wise thing to say.

The young girl blushed very prettily, and the lover thought there was no neck and cheek in the whole world like a soft brown to color so deliciously under a blush. But if he imagined he had brought matters to a crisis at last, he was doomed to disappointment.

"Do you have any time at all in Grand Butte?" she asked with one of her lightening changes of the subject; "waking time, I mean."

"O, yes; I have an hour or two in the evening before I turn in."

"Will you do a little shopping for me?"

"I'll buy the whole town and bring it out to you in the cab of the Naught-seven if you say so," he replied, only too eager to serve her.

"O, you foolish!" she said, laughing at him. "I want two yards of this, and a spool of silk to match," handing him a bit of dress goods. "Do you think you are equal to it?"

He took the scrap of cloth and held it off. "It's red, isn't it?"

"What a question! Why, of course it is—cardinal red, at that."

"I thought it was," he said musingly, and then the father came in and the talk of possibilities was at an end.

Macartney made the purchase of the dress goods and the silk the following evening; and when the clerk said they were a perfect match for the sample, he thought so, too. But the carrying of the small package to its destination came within a hair's breadth of being fraught with disaster.

It was beyond the divide, on the westward down grade. The mail was late, as usual, and Macartney was pushing the 507 to the limit—which limit on the Jack mountain down grade was well up to a mile a minute.

Train No. 7, the regular overland ex-



press, was just ahead of him, ripping around the curves and racing free for the siding at the foot of the mountain to get out of the way, for the mail had the right to track over all trains in both directions.

Macartney could see the smoke of 7 rising over the dun swells ahead, and he was looking out for her, in a way, though under the rules it was 7's business to look out for him. It was on the last of the curves where the line runs down a long tangent in the valley, that the crux came. Macartney had a glimpse of a patch of bunting—green, as he would have sworn—fluttering between the rails, another of a man running up the track and making frantic signals, and a third of the tail-end of No. 7, stopped! Then he went to work.

It was the closest possible shave. Luckily all the conditions were favorable; a dry rail, automatic air in perfect working order, good brake shoes under every truck. Notwithstanding, the nose of the 507 was fairly under the platform of the rear Pullman of the passenger train when the mail came to a full stop.

As a matter of course there was an instant investigation, and profanity enough to pale the normal blueness of the crisp mountain air. Straightened out, the story of it was this: The track repairers had found a broken rail and had flagged No. 7, after which the foreman had run back to flag the mail. He swore by all the gods known to mankind that he had set up a red flag between the rails to stop Macartney, and, in proof thereof showed the tattered remains of a flag which he said the mail had run down.

Now, Macartney had seen a green flag, or he thought he had; and, since green is merely a "slow" signal, he had done no more than to shut off the steam until he saw the rear end of the passenger train blocking the way.

There was no time to fight it out on the ground, but both crews remarked that after the first burst of profanity Macartney shut up like a clam. And when the two trains were once more speeding on their way Macartney's fireman noticed that his mate did not climb to the box. He stood down on the footplate with his left hand gripping the throttle—a thing

he had been doing a good deal of late, as Tom Barkley remembered.

Macartney did not tell Phemie how near her bit of dress had come to figuring in a wreck on Jack mountain, and since he was so preoccupied as to be almost rude, she was kinder to him than she had ever been before—as is the manner of women. Nevertheless, he went back to his boarding house shortly after Agent Treadwill returned from supper, and did not wait to take Phemie home, as was his custom. There be some things that will strike a man dumb even in the presence of the girl of his heart; and Macartney had fallen upon one of these things—or rather, it had fallen upon him.

On his next layover in Grand Butte, Macartney turned up at the office of the division surgeon.

"What's that you say, Mac—want to take the eye test?" said the kindly little gentleman whom the men on the division called the "bone-jointer."

"You're the first man on the road to come in for that till he had to. What's wrong with you?"

"Don't know as there is anything wrong. But I thought I'd like to be put through again. And, say, doc; make it binding."

Surgeon Kinnebrew did make it binding, as binding as if the blonde giant were trying to qualify as a salesman at a ribbon counter. It was all to no purpose, so far as any discoverable flaw in Macartney's eyesight was concerned. He could distinguish perfectly, not only the primary colors, but all the intermediate shades to the very blending point of blue and green by lamplight.

"You're all right," said the doctor.

"Yes," said Macartney, but there was no assurance in him.

"What made you think you were not?"

"Two or three things that I can't explain; red and white getting tangled; or seeming to get tangled once in a while."

"It's that d—d electric headlight," growled the little doctor. "I've told 'em it would ruin every pair of eyes on the road."

"Yes, but——"

"But what?"

"The last time it happened in broad daylight."

"Oho, did, eh? Then it's your liver, most likely. Be careful of what you eat, and make sure of your sleep; no overtime, mind you, till the symptoms disappear altogether. I suppose by rights I ought to lay you off, but I shan't. You know your responsibility, and I am going to trust you not to take any bad chances."

"Thank you, doc," and Macartney went to get some of the permitted sleep on the spot.

For a fortnight after this there was no more bad "symptoms," and Macartney began to breathe freer—and to run less like a man whose nerve is evaporating. Moreover, he won golden encomiums in his masterly handling of the fast mail. There was a \$500 government penalty for the non-delivery of the mail on schedule time at the terminals; and to safeguard against this the company gave its mail engineers a substantial bonus for all the lost time regained on any divisional run. Mac's "bonus fund" grew with every trip; and as Phemie seemed to interest herself shyly in the accumulation, Macartney took courage and put in his dead time in Grand Butte, haunting the house furnishing shops.

But the disappearance of the "symptoms" proved to be only temporary. Once again, when he was passing a freight train at a blind siding, with the 507 plunging along at a 50-mile gait, the nearest switch-light sputtered and turned first blue and then red. But it went white again before he could do anything more than shut off steam; so nothing worse than another of the terrible nerve-shakings came of this.

Yet it was enough to send him to Phemie in despair; and the next evening when they were alone together in the office at Lone Pine, he made a clean breast of his troubles eye-wise.

"You poor boy!" she said (he was five years her senior and big enough to make two such men as her father), "why didn't you tell me before?"

"I haven't had the heart to tell anybody. You see it means a lot to me, Phemie. If I admit it as a fact, I've got to throw up my job."

"It would mean a lot to anyone. Can't you account for it in any way?"

"No. Doc Kinnebrew said it was 'liver,'

but, pshaw! I'm as strong as a mule and as well as a man could be and not burst."

She was sewing on a piece of red stuff he had bought for her, and for a time her needle flew in silence. Then she said: "Has it—have you ever thought that somebody might be playing tricks on you?"

Macartney's tilted chair came to the floor with a crash. "By George!" he said: then he shook his head. "I thought I had a notion; but it won't fit all the times."

"Tell me," she commanded.

"The first time it happened was when I was passing Bart Logan's train at Maverick. The next time I was deadheading with him on No. 18. Last night it was his train again I was passing at the blind siding. But he had nothing to do with the rip-up on Jack Mountain. He was in Grand Butte that day."

"I'm afraid he has a spite at you, John, and—I know he is a desperate man. You must be very careful."

That was all she would say, but it was enough to send Macartney off with his heart afire; also with a firm determination to lay the whole matter before the superintendent at the first opportunity. So much he owed to himself, the company, and to those whose lives he held in his hand on the arrow flight bursts of the fast mail.

But the climax came first, as climaxes are wont to come. When Macartney reached Grand Butte on his return trip the superintendent was away, and Mac went west again the following day, with the fast mail, hours late; a stiff head wind blowing a gale to make it still later, and everybody was swearing at the tangle the delayed train with despotic rights was bound to bring about on the division.

It was a day of petty disasters. First, a hot box under one of the mail cars began to kill time. Then a freight train jumped the iron on the main line and threw the mail still farther off; with a three-hour wait while the wrecking crew was picking up the remains. Last of all, the 507 slipped an eccentric, and though Mac and his fireman worked like mad to set it, another hour went to the bad.

Taking it all in all, Macartney did as well as the best man on the division could

have done under like hard conditions, but it was long past dark when the fast mail thundered into the deep mountain valley where Lone Pine nestles at the end of the Mountain division.

Two miles east of the station, when Macartney was getting the last possible wheel-turn out of the 507 in a final spurt, a red glare sprang up between the rails less than a hundred yards in front, lighting up the frowning mountains and turning the foaming torrent at the trackside into a river of blood.

Macartney flung himself upon throttle and air brake like a man possessed, and the big flyer groaned and heaved and buckled, coming to a stand with the sputtering Bengal light fizzing beneath her machinery.

"Now, what in h——" He did not finish the oburgation. Instead, he whipped out of the cab and sprang to the ground in good time to catch Phemie when she stumbled and would have fallen.

"What is it, Phemie, dear? Are you hurt?"

She shook her head. "No, not—not hurt," she panted. And then, "He's setting a trap for you, and I—I ran all the way."

"Who is setting a trap for me?"

"Bart Logan. I saw him doing something to the switch just opposite our house. I had no lantern, so I got some of Bennie's Christmas fireworks and ran. Oh-h-h! I was so afraid it wouldn't turn out to be a red light, after all! And, John, that was a green flag you ran down on Jack Mountain. The section foreman told a—story to save himself. I heard all about it on the wires this morning."

He put her up into the cab without a word, and was stowing her on his box-seat when the mail conductor came engine-ward, swearing piteously at this new delay. Macartney explained in a whispered sentence, and the big conductor climbed to the footboard.

"All right," he said. "Go on, and when you get to the switch, give her the air sort o' sudden, and I'll drop off and nab him. Howdy, Miss Phemie?"

When the switch in front of the agent's cottage came in sight, it showed a white light, as it should. But when the 507 was almost upon it, it turned blue and then

red, and four pairs of eyes saw it, as Macartney had the train well under control, and at the critical moment he checked its flight, and the big conductor leaped from the gangway far upon the shoulders of a man who was holding a piece of stained glass before the yellow eye of the switch lamp.

Macartney ran on to the station, lifted Phemie down from the cab, and turned his engine over to the hostler before he spoke. Then he said:

"May I take you back home, Phemie?"

She nodded, and they walked up the track together. Half way to the winking switch they met the conductor of the mail.

"Confound his picture! he got away from me after all and broke for the hills. But I guess he took your color-blindness along with him, Mac. Shall I report it?—or will you?"

"You report it," said Macartney. "I'll tell the old man about it first chance I get."

The conductor went on toward the station, and when they were alone again Macartney said: "What made you run so? Were you afraid some of Uncle Sam's mail boxes might get smashed?"

"Of course," she snapped. "How can you ask?"

"I didn't know. But—O, Phemie, girl! now he's out of the way, won't you give me just a little grain of a show?"

She laughed softly and slipped her arm in his; this, though they were fairly at the cottage gate. "Can't you come in and let me get you a cup of coffee and something to eat? Supper is all over long ago at Mrs. Raffley's."

"No," he said, stubbornly; "not till you give my answer."

"O," with a little stamp of her foot. "I wouldn't be as dense as a man for anything in the world! What do you want me to say?"

"Say yes."

"But I can't give you a 'little show,' as you put it."

"Why can't you?"

"Because I gave you all there was to give a long time ago—only you were color-blind and couldn't see it. Now will you come in?"

And he went, stumbling beside her in a new blindness—the blindness of love undenied that saw no light save that in the brown eyes that were laughing up into his.

## INTERESTING INFORMATION.

The rapid growth in the exportation of manufactures from the United States is explained in part by some recent studies of the Treasury Bureau of Statistics regarding the proportion which manufactures form of the imports of the great countries and grand divisions of the world. These calculations show in brief that but about 20 per cent of the importations of Europe are manufactures; of Oceania, 40 per cent; of Asia, 47 per cent; of America, exclusive of the United States, 47 per cent; and of Africa, 61 per cent. When it is considered that the grand divisions in which manufactures form the largest per cent of imports are those in which the commerce of the United States shows the largest relative increase in exports, it is apparent that the growth in exports of manufactures is healthful and promises to be permanent. To Europe, whose imports of manufactures form but about 20 per cent of the total importations, the exports from the United States increased 57 per cent from 1893 to 1900; to Asia and Oceania, whose imports of manufactures form from 40 to 47 per cent of the total importations, our exports increased 291 per cent during the period named; and to Africa, of whose imports manufactures form 61 per cent, our exports increased 235 per cent during the period under consideration. It is in all these markets where manufactures form the largest share of the imports that the European nations are struggling to increase their commerce. Africa, South America, Asia and Oceania are the fields of their greatest activity, and it is in those grand divisions—South America excepted—that the commerce of the United States shows a larger percentage of growth than elsewhere. Naturally the growth in our exports to Europe shows a larger sum in millions of dollars, by reason of the much greater consuming power of that grand division, but a very large proportion of our exports to Europe consists of natural products, chiefly food-stuffs, while manufactures constitute the bulk of our exportations to other parts of the world.

This disposition of the continents, countries and islands situated far from

the United States, and possessed of limited facilities for even repairing machinery, to purchase costly and delicately adjusted machinery from the United States, may be justly considered a tribute to the skill and faithfulness of the American workman. Such complicated and delicately-adjusted machines as clocks and watches, scientific instruments, sewing machines, typewriters, electrical machinery, shoe machinery, engines and locomotives are purchased with confidence and transported to countries and islands of the sea thousands of miles from the workshops and repair shops in which they were produced to be handled by comparatively unskilled operatives, and with a confidence that they may be relied upon to continuously and permanently perform the duties for which they are intended. The click of the American telegraph instrument, the whirl of its sewing machines, the rattle of its typewriters and the scream of its locomotives are heard in the interior of Asia, Africa, South America and in the most distant islands of the sea. In the last fiscal year we exported more than \$125,000 worth of typewriting machines to Oceania; nearly \$30,000 worth to Africa; \$50,000 worth to Asia, \$63,000 worth to Mexico; nearly \$50,000 worth to the West Indies; and about \$70,000 worth to South America. American printing presses were sent to Oceania in 1900 to the value of nearly \$60,000; to Asia, nearly \$40,000; and to South America, \$16,000. The exports of American sewing machines in the fiscal year 1900 to the West Indies amounted to \$130,000; to Asia, \$54,000; to Africa, over \$10,000; to Oceania, \$531,000; and to Mexico, Central and South America, over \$800,000.

4

Hankow, the Chicago, of China, is the subject of an elaborate discussion in a recent number of the British Board of Trade Journal, which presents certain facts that will prove of importance to Americans interested in the trade with China. Hankow is a city of over a million inhabitants, situated about 600 miles in the interior of China, but reached by ocean-going steamers which pass up the

great Yangtze River to that point. Located as it is in the very heart of the most productive and densely populated section of China it is one of the most important trade centers. The article in question says:

"Of the treaty ports on the Yangtze, Hankow is second in importance, coming only after Shanghai, which latter, from its position near the mouth, should be regarded more as a sea port than as a river port. In the report of the Deputy Commissioner of Customs for 1899 it is stated, with regard to the increase of shipping at Hankow in that year as compared with 1898, that, among the reasons for this increase, may be noted the arrival of ocean steamers with materials for the Hankow-Pekin Railway.

"In the issue of the 'Indian Import and Export Trades Journal' for February last, in an article on the commercial importance of Hankow, it is stated that of all the towns in the interior of China this is the most likely to increase in commercial importance within the next decade. Situated as it is on the Yangtze, 680 miles from Shanghai, it holds the important position of being at the head of that portion of the Yangtze which is navigable for vessels drawing up to ten feet all the year round, and for ocean-going vessels drawing thirty feet during the flood seasons (May to October). It is also at the mouth of the Han River, a very important trade route for Chinese junks; and what is more important, the railways from Peking to the north, and Canton to the south, are to have their termini at Hankow. Hankow is, from a commercial point of view, and from that of the foreigner, the most important place of the three towns—Wuchang, Hanyang and Hankow—situated on the Yangtze, close to each other, but separated by that river and the Han River. Its chief manufacture is brick tea. The process, briefly described, is simply grinding the dried tea to powder, cleaning it, and compressing it by hydraulic or steam power into bricks of

about half an inch in thickness, and seven by nine inches width and length. These bricks are almost all exported to Russian territory. There are also several works for the manufacture of albumen from the white of eggs. One factory will use as many as three million eggs a month. The demand has caused the Chinese to trade largely in eggs. All the principal 'hongs,' as the foreign business houses are called, are in the British concession, with the exception of two German ones in their own concession. The Lu-Han Railway will, when completed, join Hankow with Peking."

\* \*

The commerce of Japan, in which the United States is greatly interested, is discussed by the Swiss Consul-General at Yokahama in a report which has just reached the Treasury Bureau of Statistics. It shows a steady increase in the importations of Japan in 1900 over those of the preceding year, though in the matter of raw cotton there has been a marked decrease. Japan's importations of raw cotton in 1899 were very large, and owing to the higher price in 1900 and the large stock of American cottons laid in during 1899 her imports of that single article from the United States in the nine months ending with March, 1901, have been but \$1,729,580 in value, as against \$11,517,968 in the corresponding months of the fiscal year, 1900. As a consequence the total figures of our exports to Japan show a material decrease, chargeable, however, almost exclusively to the single item of cotton. Even with this great reduction our total exports to Japan in the nine months for which the Bureau of Statistics has been completed its figures of the present fiscal year are nearly two million dollars in excess of the corresponding months of the fiscal year 1899, though, as above observed, less than those created by the abnormal importation of American cottons in the fiscal year, 1900.

# AN OPIUM FIEND'S STORY.

BY LENORA DENISON.

"Yes, I was once a railroad man. Ah, you shudder to think that such a groveling beast as I was ever anything honorable and especially anything near what you are. Yet there was a time when I was a man, and a man whom no one was ashamed to own as a friend. How did I ever become such a wreck? Would you really like to know? Then listen and I will tell you all the sad story, for there are hopes way down in my sin-besotted heart that such a tale might help others to be braver than I. Yes, even I, a man yet not a man, a wretch, a drunkard, an opium eater, have still a faint desire to help others."

"From my earliest youth I fostered an ambition to be a railroad man. In my eyes, a good, honest, upright railroad man was the very acme of perfection, as perfection runs in this world, so you can imagine my delight when, still a boy in years, my ambition was gratified. The road on which I worked was a good one for the employes. The managers were honest men who believed in the employes doing their duty, but who had moderate views as to what that duty was. They were not of the kind who live on stilts, but were railroad men with the rest of us. I did very well in my place and was promoted rapidly until, at the age of twenty-four, I was a conductor with a good sum of money ahead—for a rainy day, I said—for my marriage day said my friends. I laughed at the idea and told them I had no thought of marrying, giving no reason and really having none, save never having found the one who pleased me sufficiently to bring up the thought. I was young, single, had some money and they said, though you'd never think it now, good looking, so was invited to about everything that was going and was made quite a pet of, as the boys would laughingly tell me. I had always believed in keeping myself as neat as possible and did so even when on the road until the boys gave me the sobriquet of 'the dude conductor' and 'the dude'. Not in mockery, mind you, for none of

them dared mock me even if a disposition to do so had existed, and I do not think it did."

"I had made a great friend—a good and true friend—I thought, of another young conductor on the same line and when we were in town together we were almost inseparable. I really believe there was nothing I would not have done for Will Ingram in those days and I thought he would have done anything for me."

"One day when I had been at home resting, rather longer than usual, one of the boys, Tom Ogilvie, came to my boarding house and asked me to go with him to a little country town about five miles away. The purpose of the visit was to see a cousin, a girl, he said, who was just as sweet and pretty as a girl could be. I was just in the humor for such a trip and expected to find at the end of it some pretty but bashful country maiden. We were to drive out and come back the next morning, as there was too much dust in the roads to make two trips in one day pleasant."

"We left our rig at the stable and walked out to the house which was just at the border of the little town. It was a large, two-story, old fashioned white house, with a yard full of those sweet smelling flowers one naturally expects to find with such a home. We opened the low white gate and walked slowly up the smooth path, bordered on each side with pinks and sweet peas. The front door was standing wide open and we could see through the airy old hall to the back fence overgrown with honeysuckle. There was a low rocker on the porch, which stirred as if it had just been vacated. The air was quiet and a hush was over everything, such as seems always to go with the gloaming."

"Tom rang the bell and we waited rather impatiently until a plump, motherly looking woman appeared and invited us into the parlor. This room was full of dainty pictures and chairs, with an upright piano to cap the climax, making of it another surprise, as I had expected



to find nothing but a stiff, uninviting old fashioned room. Maud was not at home, she told us, having walked down the road with a friend, but would be back right away. Then she bade Tom make himself and me at home, as he knew so well how to do, since she was alone and must attend to matters in the kitchen. It was just the sort of a reception to put a visitor at his ease, but after Tom had taken me to a room which he assured me was his, and I had removed some of the dust of travel, I felt still better. We came down to the porch and were having a cigar, when the sight of a slender figure in white, coming up the walk made me throw mine away and sent Tom hurrying out to meet the new comer."

"'It's Tom, I just know,' she cried in a sweet, child-like voice, before he gave her a big bear hug and kiss, which made her draw away from him in pretended anger, saying: 'Tom, you must not. We're getting too big for that now.'"

"'Well, say Maud, I've brought one of the boys out to see you,' blurted out Tom. 'Miss Ogilvie, this is Mr. Reynolds. He is one of my best friends, Miss Modesty, and I want you to treat him well.'"

"She turned to me with a smile and said: 'If you have really been a friend to that boy I want to see your face, so let us go in where we can have a light,' and she led the way into the parlor and lighted a lamp. Then, for the first time, I saw her. To save myself I can give you no description which will do her half justice. It was not her beauty especially, though she was pretty, but there was something in her face which took my heart captive on the instant."

"She was only a child-woman, but my heart went out to her and she must have known it from the first. She was so sweet and winning that my dreams were all of her, as were my first thoughts on waking the next morning. When I came down the first sound to greet my ears was a clear, high voice, singing a dear old ballad with a wealth of expression. She was tying up a loose bouquet of sweet peas for the breakfast table, and at my request, pinned a few pinks to the lapel of my coat."

"Yes, I was coming back in a very few days, and then whenever I could I was to

drive out and be made welcome. The memory of her sweet face and dainty ways lingered with me. I told myself over and over how fair she was and laughed to think how, only a few days before, I had declared the woman did not live whom I would marry. Well, it was only a month, a short, sweet month, before we were engaged. To me that was a month of bliss. I looked forward to every visit to the old white house as a visit to paradise. How vividly every incident is painted on my memory, and the evening I asked her to be my wife is still clear and near as though it were but yesterday. I had driven out after dusk and surprised her. She was on the porch when I entered the gate and the thought that she must be looking for me brought a throb of happiness such as comes only once in a lifetime. It never once entered my mind that she might refuse me, though she had never given me proof positive of her love. She stood up and held out her hands. Then and there I asked her to be mine—told her how I loved her, nay, worshiped her."

"It is only the story of a strong man's undoing. I did not think because she looked at me so calmly she could not understand. Fool that I was, I was content when she told me that she loved me, yet feared it was not such a love as I bore for her; that I must teach her more of it every day; that she would be my good little wife. I was in paradise."

"Of course, Tom had to spread the news all along the road and, as the boys were terrible teases, you may imagine the result. Still I was nothing but proud of it until my dear friend Will came to me with a reproachful look and congratulated me, saying in the same breath he never thought to hear of my engagement from another. I was all contrition at the thought of having neglected such a friend and to make amends invited him to go out with me the following Sunday and see her. It is needless to say he went, and it was a proud moment when I introduced my sweetheart and my friend. They had little to say to each other that evening, but I noticed that Will looked at her a great deal."

"A change came slowly over him after that. He was brusque and short with me

at times and then began to avoid me. When we met he acted strangely and talked to me more, I thought, as a woman should be talked to. Then his tenderness would vanish and he would be the model cynic again. But Maud made it all up by her sympathy and affection. The time was drawing near for our marriage, and though she was always deep in 'clothes' she readily left them for my entertainment. One day I found her crying as if her heart were broken, but the storm was followed by a rippling shower of laughter and I passed it all by as a fit of nervousness which would soon be over."

"At last the day came. It was as bright and fair as one could wish. I had chartered a special car for my party and all was in readiness for the start, even to the present I had chosen for my bride-to-be. Tom was to be one of the ushers and we were talking over the arrangements when a messenger boy handed me the following telegram: 'Maud is married to W. A. Ingram. Ran away. With sorrow. J. A. Ogilvie.'"

"No—I did not leave the town. After working two days I went on a protracted spree. Yes I—who had never taken a drop before, who prided myself on my soberness—I taunted myself with thoughts of former goodness. 'It is only the mean,' I said, 'the treacherous and wicked whom the

world uses well. Of what use are the good except to be imposed upon? And as for good women, there are none. Who dares say there are, when the one seemingly fairest and purest in the whole world is only a snake.'"

"I went from bad to worse. Drinking lost me my position. Drinking took all my money. Then came the other temptation, and I was lost. My friends and the Order made noble efforts to save me, but it was all in vain. The only way to drown my troubles; the only way to live in sleepy happiness; my goddess; my all was that fiend—opium. So the years have rolled along. This way and that way I have managed to live, caring little for the wickedness of my course, until now when my days, yes, almost my hours, are numbered, I am trying to make my peace with God. I know now how wrong it all has been and am greatly troubled at having been so weak and cowardly. Yet, how I loved her, and she—so fair—so false."

"I would have you tell all your friends how I—a young man, barely thirty—am wrecked. Tell them how I loved a false woman and when she betrayed me I was so cowardly as to destroy the youth God gave me for the sake of drink and drug and suffering. Tell them my last warning is—'Beware of whisky and opium.'"



## FLIGHT OF FREIGHT CARS IN THE GREAT GALVESTON STORM.\*

Mr. J. C. Boscha, chief clerk in the office of the superintendent of transportation of the Kansas City Southern, is in the city, says the Galveston News, in the interest of fifteen cars of the Kansas City Southern, which were distributed along the beach and through the woods off the Gulf & Interstate by the storm of September 8. The Kansas City Southern was unfortunate in having fifty-four of its cars in the path of the storm along the Gulf & Interstate, and fortunate in having recovered all but the fifteen. The fifteen cars are not out of sight, but are out of reach, and seem destined to blister

and burn in the summer sun unless some arrangement can be made for their delivery to a railroad without the expenditure of their value for the undertaking. The storm tore up several miles of track of the Gulf & Interstate, and it so happened that the track bearing these fifteen cars was picked up by the storm and carried from the face of the earth. The cars suffered very slightly in their aerial flight on the wings of the hurricane, but were landed several hundred yards from a railroad in cornfields and other foreign territory. To build a railroad to where each car is planted would cost, so say the

\*Railway Age.

engineers who have figured on the proposition, about as much if not a little more than the value of the rolling stock itself. To wait for the rehabilitation of the Gulf & Interstate seems a rather indefinite proposition, and to leave the cars end up in the cornfields is to tempt fate and perhaps sacrifice the property. The Gulf & Interstate management promises to pick up the derelicts when the road is rebuilt, but makes no promise as to when this will be. Mr. Boscha is not complaining, and in fact he said he congratulates the Gulf & Interstate in rescuing thirty-nine of the Kansas City Southern cars, all of which were thrown from the tracks by the storm. These happened to fall near the tracks which remained on the ground, and the Gulf & Interstate picked them up and sent them to Beaumont for delivery to the Kansas City Southern.

But the palm for labor and much worry over the loss of a car is passed to the Pennsylvania Railroad. It seems that a Pennsylvania box car was among the unfortunates which went up in the air and were carried away off the tracks of the Gulf & Interstate by the storm. Not a splinter of the box has been found, but the trucks and wheels survived. In the course of time the car was missed at headquarters, and a tracer located it as having last been seen in the neighborhood of the beach several hundred yards

from habitation or railroads on the shore of Galveston Bay. The car department of the model railway opened up a correspondence with the Gulf & Interstate management, this road being, as is well known, in the hands of a receiver. The situation was explained by the Gulf & Interstate people, who stated that when the road is rebuilt the remains of the car will be picked up and delivered to the Pennsylvania; that the Gulf & Interstate was not responsible for the storm nor for the behavior of the car on that fatal night. Many more letters passed between the officials, and finally the Pennsylvania management sent a bill for \$206 in settlement of all claim for the lost car. The Gulf & Interstate replied again explaining the circumstances and adding that the company was not responsible for the car's wandering or floating off in the high tide. But the last letter from the Pennsylvania Line capped the climax. It asks if the car was in transit when it met with the accident, and if any other property in the vicinity suffered from the storm. The letter also inquired for information about the hurricane, the extent of the storm and the amount of damage sustained in the vicinity of Bolivar Point.

The Gulf & Interstate people in reply mailed a copy of the Galveston News, in which was published the story of the storm of September 8, 1900.



### A BIT OF ADVICE.

If politics has charms for you.

Or You're inclined that way.

Just wait and listen a short time

What others have to say.

To politicians you may go

With a plea that's just and right.

They'll stand you off and tell you to

Come around some other night.

Then if you go they're always out.

Which at first was the intention;

Then "heelers" say you don't stand in—

You must howl at the convention.

If politics you enter in

And think that you are "lots,"

You better far improve your time

By counting up the dots.

Their promises are by the score.

Their actions full of blots;

They laugh and tell the laboring man

To go and count the dots.

But when campaigns are on and ripe.

And votes they want by lots.

They then forget and then deny

They advised you to count the dots.

If anything to them you take.

They'll sign in lines or spots.

All this good time you waste away.

While you might be counting dots.

How eager they are all to sign.

After which they lay their plots.

And to each other they will say.

We'll send him counting dots.

Their word is never worth a cent.

Their names they count for naught

Unless you've been a gutter snipe

You'll surely count the dot.

So stay away from politics.

Such as laying plots.

You better help your wife and kids

At counting up the dots.

Harrisburg, Pa.

—MCGURIE.



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## AMERICAN RAILWAY MEN IN MEXICO.

Basing our conclusions on the hypothesis that there is some fire where there is a great deal of smoke, we took up editorially in our last number a brief discussion of the manner of legal procedure in the republic of Mexico, where alleged criminal carelessness is assumed for every accident that results in the loss of life. We do not wish to enter unjust criticisms against Mexican laws and customs, nor complain until we have been hurt, but it appeals to us that there must be some just ground for complaint when the representative citizens of a border city whose facilities for acquiring accurate data on the subject warrant their interference.

We have made an examination of the language used by a representative from the republic of Mexico, one who also holds a position on one of the Mexican lines, and his statement does not bear out the assertion that injustice is practiced upon Americans who run trains where he is located. In substance he says:

"I have been in Mexico five and one-half years and I guess that the train that I have been running has killed at least fifteen or eighteen peons, and I have never been jailed a minute in my life in Mexico or any place else. It is true there are several engineers at present that are in jail at Mexico. I believe that there are two

or three on the Mexican road, but from all I can learn I do not think it is on account of running over peons or anything like that. Several engineers came to me and said that they would like to have me take the matter up.

"I asked them if there were any conductors they knew of in jail in Mexico, but they knew of none. I made diligent inquiry myself and I do not know of a single conductor who is incarcerated today—and I am pretty well informed on those things down there. If there is one in jail it is not for killing a peon or running over him, but is in jail for something justifiable. \* \* \* \* When you kill a peon or run over one, they will send an order from the court and say: 'Please appear and give your testimony as to how this happened.' It is nothing more than a coroners' inquest in the United States. If a coroner asks for your testimony in the United States you are compelled to give it, and you are required to do the same in Mexico."

While the above statement does not include a single instance of the incarceration of conductors, it does admit the fact that engineers are held in jail pending a hearing. We are all well acquainted with the usual circumstances surrounding the killing of persons by railroad trains, and it is safe to assume that where instances of this nature do occur

they are beyond the power of man to prevent them with the appliances at hand that he has to work with. There is no legal reason why a conductor cannot be held an accessory if engineers are made principals in affairs of this nature, for the nature of the work they perform demands that they work in conjunction and under the conductor's orders.

From the same list of statements bearing upon this subject we find the following from another person well qualified to judge of the facts as they exist as effects the jailing of railroad men in Mexico for maiming and killing persons on Mexican roads.

He says:

"One of our conductors running out of El Paso had a tramp, or peon, on his train, and a few miles out he fell off. No one of the crew knew he was on the train. On their arrival at the terminal station the conductor and his brakemen were thrown into jail. There is a law in Mexico that puts them into the 'dark hole' for seventy-two hours. This means, too, that you cannot communicate with a prisoner for seventy-two hours. They were kept in jail about ten days before they were admitted to bail. \* \* \* \* The brakeman's father was a chaplain in the United States army and we were in hope that it would be taken up in Washington and establish something definite along protective lines that would do us some good. I was employed in Mexico six years and I have seen a great many cases of that kind and it has taken a great deal of hard work to get the accused out of jail. It is a practice with Mexicans to arrest persons for running over people of whom they know nothing. The laws of Mexico are peculiar. They put a man in jail and if the accused can succeed in securing bail the case never comes to trial. They want your money; they don't want the man."

Referring again to the statement made by the gentleman in the first part of this article, he said further:

"While I do not think the statement made by the gentleman from Mexico was intended to be misleading, I think he has done wrong in creating the impression that men in Mexico get justice as quick as they do in the United States. I have

been arrested in Mexico for collecting full fare, and brought in and tried. Of course I was turned loose, but being yanked up is very disagreeable, and we think it is time for the United States to take some stand so that an American in Mexico can have the same protection he gets in the United States. It is hard enough to contend with the conditions that the railroads impose, without being subject to Mexican laws in addition thereto. In the case of the chaplain's son who was incarcerated, everything possible was done to relieve the boy, but until a bond was put up we could do nothing at all. Mexican jails are infested with vermin and are not a good place to stay."

In reply to the above the representative from Mexico said:

"I don't know much about what they do on the border. The assertion I made applied to interior Mexico, where I am. In the first place they live up to the law down there. In case of accident they send a notice to the official you are working for, saying, 'I want such and such men to appear before my court and give testimony in such and such a case,' and give him thirty days to get there—unless it is a very bad case, then he is given but five days. If the party notified believes that the circumstances warrant his being thrown into a bastille he has time to get out of the country, and they won't chase after him down there—they are too tired. He would have time to get out of Mexico before they served their notice upon him to appear."

We are convinced that both men, in their testimony, have given what they believe to be facts bearing upon the process of legal procedure in case of accident resulting in death to persons on or about their trains. It is highly probable that the conditions coming under the observations of both warrant two different view-point assertions. If this be true, we can only say that the enforcement of the laws vary in different localities or else there exists a reason for more drastic enforcement of those laws along the border. If, as the representative from Mexico says, the laws are lived up to in the interior, then they must be exceeded along the border, which convinces us that in

that very excess to which they are applied lies the cause for complaints arising from Americans who are employed in that locality.

The Railway Age presents a letter from a railroad official upon the subject giving statistics of nationalities employed, which says:

Trainmen in the service of the Mexican Central Railway Company during the year ending April 30, 1901:

Employed as	Mexican	American	English	German	American Negro	Total
Conductors	0	199	0	0	0	199
Brakemen	556	68	0	0	1	625
Engineers	50	219	1	1	0	271
Firemen	308	87	0	1	0	396
Yardmen	214	24	1	0	1	240
Total	1128	597	2	2	2	1731

During this period the following number of employes have been arrested, but in most cases they were released within a very short time: Engineers, American 4, Mexican 3; firemen, American 1, Mexican 1; conductors, American 6, Mexican 0; brakemen, American 2, Mexican 2; total, American 13, Mexican 6.

The official who furnishes The Railway Age these figures on request adds:

The greater number of these arrests were made at the instance of local judges, who merely desired the testimony of the employes, and in but very few cases as soon as the testimony was given the employe was set at liberty. In all cases the American employes are treated with the utmost courtesy by the authorities, and you will note by the above statement that the law applicable in such cases covers not only American but native employes as well. In each instance where our employes are retained by order of the judge, our local attorneys are always promptly detailed to defend an employe, and usually with satisfactory results. I am unable to give data in regard to similar conditions on other roads, but presume they are not unlike those existing on this company's lines. From seven years' experience in this country, I feel safe in saying that there is always a spirit of the utmost fairness displayed by the court officials, with no desire whatever to impose hardships on our employes, and at the same time I have noticed in some United States papers accounts of the unjust imprisonment of employes who claim to have worked for this company, which, upon investigation, are found to be entirely false.

Following which the Railway Age says:

From the foregoing it seems evident that while there have been instances of unjust arrest, and especially of delay in bringing to trial, the extent of the evil has been magnified. But a single in-

stance of unjust treatment of an American citizen should have redress from his government, and it is gratifying to believe that the protest from our Department of State will be kindly received and heeded by the representatives of Mexican authority. It is not the laws but the delays and misapplication of the laws which constitute the chief subject of complaint. One of the movers in the El Paso memorial says: "Railway men do not complain of arrest in cases where the criminal negligence can even be suspected. All they ask is prompt and fair trial. Their grievance lies in the prolonged imprisonment without reasonable effort by the authorities to give them a fair trial." Surely this just demand will not be denied.

As to the principle of Mexican law which seeks to promote the safety of railway travel by holding those who cause accidents criminally liable for the results of their negligence, instead of visiting pecuniary penalties upon the railway company, which is itself a direct and often the chief sufferer from the neglect of its employes, something could be said on both sides. In the United States the laws, in theory, make railway employes liable to imprisonment for criminal negligence resulting in loss of life or physical injury; but they are chiefly directed to holding the employing company responsible in pecuniary damages for injury to life, person or property through the act of its agents. The Mexican theory of justice is to punish the individuals whose negligence, disobedience or incompetence caused the accident, and if investigation showed that the chief engineer, master mechanic, general manager or any other official was primarily responsible for the casualty, instead of the trainmen, the presumption is that such official would be sent to jail as surely as a guilty subordinate. In this country, if a train is wrecked by the gross carelessness of an engineman or switchman, the company is compelled to pay money for every passenger suffering injury, while the man who caused the disaster is ordinarily punished only by discharge. The result is the development in some parts of the country of an enormous abuse in the form of jury verdicts, rendered as a matter of course against the defending company, and often awarding fabulous sums for personal injury, although the management was entirely blameless. The local court records in Texas furnish innumerable examples of abuse of this principle of punishment. In Mexico all the railways have in part been built with public money and all are eventually to become government property; so that the theory of holding the company pecuniarily responsible for the wrongdoing of the individual naturally is not favored as much as in the United States.



There are two propositions expressed in the above that cover all the facts contained from an unprejudiced view-point. The Age, in quoting the El Paso Herald, says, "their grievance lies in prolonged imprisonment without reasonable effort by the authorities to give them a fair trial," to which the Age replies, "Surely this just demand will not be denied." If we were able to distinguish the grammatical mood of this sentence we might disclose a spirit bubbling over with justice for fellow-Americans or one subservient to the interests of railways without the least consideration whatever for Americans or American laws. As it is we give the Age the benefit of the doubt but will express ourselves in the same connection in a mood that cannot be misunderstood—this just demand must not be denied!

The Age furnishes a logical explanation of the whole situation in the final sentence which says, "In Mexico all the railways have in part been built with public money and all are eventually to become government property; so that the theory of holding the company pecuniarily responsible for the wrong-doing of the individual naturally is not favored as much as in the United States."

We can readily understand under these conditions why any accident outside the result of a direct act of Providence—and lack of proper equipment is sometimes charged to this account—is charged to the negligence of the men; but even when it be shown that through negligence they have contributed to loss of life and property their incarceration should be after the offense has been proved and not before, as is now the case. This method of legal procedure reminds us of early western lynch law that hanged the offender and tried him afterward.

The course of legal procedure that assumes men guilty of manslaughter in every instance where mortality occurs is absurd and ridiculous in the extreme. One who has not been associated with railroad men in their work cannot understand the ties of affection that bind them together, nor the tender sympathy that goes out toward one another in case of accident. With the spirit that prevails among men engaged in this hazardous

service manslaughter is the last thing that could be charged against them. No one with even ordinary intelligence in the United States would assume railroad men guilty in this respect. If the circumstances, however, surrounding a case resulting in death clearly proved that the act was premeditated by one of their number, it were better he had not been born, for those who had been his fellow companions and brothers would be first and most active in bringing him to justice. Have we any reason to disbelieve that under similar conditions men would not demand swift justice in this connection over the borders of Mexico? Assuredly we have not. Can any state expect to obtain salutary effects from laws that hound men as criminals and drive them from its borders thus tending to establish the color of guilt when the real facts of the case have not nor never will be made known?

An incident of this nature is illustrated in the following taken from the El Paso Herald:

Another story of Mexican justice comes from Douglas, Arizona. Brakeman Appleton of the El Paso & Southwestern road was killed just across the line from Douglas in Mexico. The train was backing at a lively rate on the main line. A switch was thrown for a siding and none of the train crew knew it. Appleton was holding the brake on the first car of the string when there came a crash and he was thrown from the top of the car, falling between the wheels, which passed over his body just below the shoulders and cut it squarely in two. The lower portion of the body was dragged for a considerable distance over the ties and when released it rolled off the track into a puddle of mud and water.

The accident happened at 10 o'clock at night and it was a dark and rainy night. The other brakeman and the engineer commenced gathering up the pieces of the upper portion of the dead brakeman's body when they were notified by the local Mexican authorities to let it alone. Then the trainmen received word that an order for their arrest had been issued and they hurried to cross the border into the United States.

According to the laws of Mexico regarding such cases, the body could not be moved until the judge came and as he lives at Fronteras he could not reach Douglas until the second day after the brakeman was killed. For two nights and a day, and the greater part of the second day, that headless body lay in

that mud puddle beside the track and during the day hours a broiling sun beat down upon it.

Appleton is well known in the southwest, having been in the employ of the Southern Pacific and the Santa Fe previous to going to the Bisbee road, which he had been with six months. He was about forty years old and weighed about two hundred pounds. The only relative he is known to have is a brother, who was in Boston when last heard from, but his address is not now known.

The train was deserted one hundred and fifty yards across the line in Mexico and Superintendent Logan could not induce any of the men to return to it. The following afternoon a crew was sent down to get it, but not a man from the first crew went with them, for, though they were blameless, they knew that to pass across the border would mean to step into a Mexican jail, from which they would not be likely to emerge for many days.

The above appeals to every railroad man's heart as one of those sad scenes we are called upon to witness. No one will say that the act was premeditated that resulted in this horrible death, nor that the men were guilty of willfully contributing to it, yet they were compelled to desert the body of their comrade in order to secure their personal liberty. Under such conditions as these it is no wonder men employed in Mexican railway service appeal for justice. It is no wonder that they envy British subjects the protection they receive.

The Chieftain of Pueblo, Colo., publishes an article which accuses our consular officials of conduct, which, if true, certainly offers a solution of the reasons why Americans receive no better protection in Mexico. It says:

A discovery has been made in connection with the imprisonment of Americans in filthy and poorly provided jails in Mexico. It develops that most of the American consular representatives down there are mixed up in mining or development schemes of various kinds, for which they get concessions or other favors from the Mexican government. The result is that when a railroad accident occurs, from whatever cause, the engineer and fireman are arrested and jailed, and must lie in prison for an indefinite time, while the American representatives are indifferent because they can not undertake to jeopardize their own interests by antagonizing the government. If charges of this kind, which are being made, are well based, they should be immediately and thoroughly investigated. More than

this, there will have to be some regulation in the diplomatic service forbidding consular officials from accepting favors from the governments of the countries to which they are sent.

Commenting upon which the El Paso Herald says:

There are complaints of that kind going the rounds of the American colony in Mexico, especially among those that have no concessions from the government, or are not engaged in business, which, if true, can not be helped, as our government pays very little attention to the rights of an American citizen in a foreign land, unless he is at the head of a wealthy syndicate. England, however, will immediately make a demonstration off the coast of a foreign country when her humblest citizens are not receiving justice. Hence the orders of her representatives must be obeyed instantly or there is trouble ahead. It is said by some of our citizens operating in Central America, that it is good policy to take out English naturalization papers before going there.

While we doubt if any American has ever gone to the trouble to take out naturalization papers and become a British subject in order to secure protection in a foreign country, the spirit that lends the inducement appeals to us as a high compliment to that country. That British subjects are protected, we all know, but whether they would receive any more protection from their consul than do American subjects, we do not know.

We are not prepared to affirm or deny that our consular representatives are responsible for the condition that exists in Mexico arising out of personal interests vested there, but will say that if it be true that such conditions do exist, that it is time light is thrown upon the matter.

Railway and Locomotive Engineering, a journal replete with up-to-date ideas and sound in judgment, comments editorially upon the situation as follows, and we may be safe in accepting the propositions it sets forth as facts:

Most of our readers are familiar with the practice notoriously followed in Mexico, of imprisoning trainmen when any accident happens to Mexican citizens from the operation of trains, without any regard as to whether the accident was unavoidable or otherwise. The evil has been growing in extent for years, without the United States doing anything to check it, and recently it has become so scandalous that the Chamber of Commerce of El Paso, Texas, passed resolu-

tions asking the United States government to take such measures as they deemed proper to secure to American citizens the protection of their personal and civil rights guaranteed by the constitution of the United States, and recognized in civilized countries generally as reasonable and just. The petition was sent to the Hon. John Hay, Secretary of State of the United States, and he answered intimating that the United States were prepared to defend their citizens in Mexico when necessary.

It appears that in Mexico the railroad companies are not held responsible for accidents caused by the operation of their trains, and that the men operating the trains are held responsible instead of the companies, a state of affairs not known in any other civilized country. The consequence of this is that railroad companies take no interest in their employes being thrown into prison and kept there indefinitely without trial. They prefer that the men should be made victims, so long as no damages are exacted from them.

Following this scandalously selfish policy, the railroad companies, as a rule, make no reports of the employes being imprisoned on account of accidents, and the result is that Mexican prisons are filled with railroad men who are kept for months, and even years, without trial, while if the railroad companies were to exert themselves to any extent to have the men released, there would be no difficulty in having justice done. Mr. Clayton, who has for over four years been the United States ambassador to Mexico, seems to have interested himself more in helping the railroad companies to avoid responsibility, than in helping the men who have been unjustly imprisoned, out of the foul jails to which they have been consigned. Secretary Hay naturally referred to Mr. Clayton's evidence in the cases which were complained of, and that official intimated that the reports of the number of men being imprisoned was greatly exaggerated. It was, however, brought out, in spite of Mr. Clayton, that hundreds of Americans had been imprisoned that Mr. Clayton received no information about, and in whose sufferings he did not interest himself.

The fact is, that when an official representing the United States displays more sympathy with the enemies of our citizens than with our citizens themselves, it is natural that those who are treated un-

justly should avoid having anything to do with the nation's representative. The El Paso Chamber of Commerce has made out a very good case concerning the tyranny and injustice to which railroad men in Mexico are subjected, and it ought to stir up our government to see that no more tyranny over American railroad men in Mexico should be endured. In the old days of Rome, that great nation, held that an insult or an injustice to one of its humblest citizens was an injustice to the whole nation. One of the glories of England, and one which pushed the small island into prominence in the councils of the world, has been that wherever an Englishman went to and remained a citizen of his own nation, the nation protected him in his rights and saw that he was not abused or treated unjustly.

Mexico is very close to the United States, and it is necessary that there should be a great deal of intercourse between the two countries, and it has become the habit for Americans to work on Mexican railroads. They have gone there at the invitation of railroad companies and with the consent of the Mexican Government, and if they cannot be treated fairly, it is the duty of the United States Government to compel the Mexican Government to treat these citizens fairly. When an American conductor or engineer is on a train where an accident happens that is fatal to some stupid or drunken Mexican, they are one or both immediately cast into prison in the most contumacious fashion. They are treated as if they were the worst kind of criminals, and they are very fortunate if they escape from the most loathsome kind of dungeons within half a year of their arrest or are brought to trial within that time.

In the investigations which Mr. Hay made on account of the representations of the Chamber of Commerce of El Paso, he found that a great many railroad employes were incarcerated for months without trial, but he also found that the railway companies did their very best to prevent the number of such arrests from being put in evidence, and Mr. Clayton appeared to do very little to prevent the plain truth from being known. We have no doubt whatever but that Mr. Hay is anxious to see justice done to American citizens in Mexico, but we think that the easiest way toward accomplishing his purpose would be in removing Mr. Clayton from the position of ambassador.

**AND THE END IS NOT YET.**

So much has been said in condemnation of the injunction and its abuses that the word itself inspires a spirit of detestation in the hearts of some who have seen only the far-reaching applications which it has been made to serve. That we should have a law upon our statute books susceptible to being manipulated to cover every conceivable action of man, and by its coercive influence deprive him of the rights founded in the first principles of his government, thus turning his heart against the very laws that were established to protect him and his interests, is to be deplored. We presume that there are other laws that we now consider equitable and just, that might be stretched and manipulated by these august interpreters who juggle common law, to cover cases entirely foreign to the present application known to such laws. We do not condemn the injunction by any means. It has in it a function of necessary legal procedure that is quite indispensable; but any law that is made to subserve a purpose that abuses the personal rights and privileges of its subjects, naturally becomes distasteful to the people and they learn to abhor the name.

Some one has said, "In America a man may do anything unless he is forbidden to do so; in European countries he may not do anything unless he has a permit to do it." The monarchal form of government is responsible for this subservency on the part of its subjects, yet outside the absolute monarchies we find their subjects are permitted to combine for their common good and lend their influence toward one another in securing those things that contribute to their wages and welfare. When we come to measure our privileges along the same lines with those of England, Germany or France we cannot compare to them, but find ourselves struggling along with a yoke on our neck that places us in the same category as the subjects of Morocco or Russia. One comes as the result of the imperial mandate of the Czar; the other comes as the imperial mandate of the judges of our Federal courts. What is the difference? Even in a limited monarchy the subjects are permitted to con-

fer with one another in the selling of their produce and cattle in order to secure the best price at the markets. If the market price is below their valuation of the produce they have for sale they have the right under the laws of the realm to combine for the purpose of regulating the market price, thus securing for themselves the value they place upon their labor. Perhaps there are those who will say that we have gone a long way from home to produce an example of industrial freedom—that our own farmers are doing that very thing and are accorded the same rights under our laws. Well, perhaps that is true as affects the farmer who controls the very breadstuffs we put in our mouth, but how about the army of men who have labor for sale? Is there any difference between a man asking what he believes to be a fair price for his labor and one who asks what he believes to be a fair price for his produce? Is there any more of crime attached to the refusal to sell produce at the price offered than to sell labor at the price offered? If there be a shade of difference it would naturally point to the farmer as being the greater aggressor of the law, from the fact that his produce comes as a first necessity; however, he enjoys the right, as he should, to haul his stuff home and tell his neighbors that the merchants are not willing to pay for the raising, and invite them to combine on a certain price, if he wishes to do so. It is no longer considered legal for men who have labor for sale to do this. They have been forbidden by injunction from walking on the public highways either singly or in groups. They have been enjoined from speaking to others on the public streets and public highways; to write letters or send telegrams advising workmen in other parts of the country that a strike or lockout was in vogue; they have been enjoined from paying benefits or making voluntary contributions toward the support of men and women engaged in a dispute to prevent reduction in wages and the impositions of onerous or burdensome conditions of labor. All of these acts have been adjudged illegal because they disturb the peace of mind of

the manufacturer who is not willing to pay the price that men ask for their labor. Coercion without some semblance of legal procedure behind it would amount to nothing, but this presents no serious obstacle to the man who wants to buy labor at his own price. There are just enough men who are willing to close their eyes to want and their ears to appeals of the hungry, to wield the strong arm of the law in favor of capitalist—judges in whose love of power a parent stem is traceable to the earliest despots. History is filled with incidents that stand forth like mile-stones to mark the path of civilization. Away back in its early pages, during the reign of barbarism, we find where subjects were enjoined from talking to one another or speaking slightly of their masters. Have our judges gone back to the days of barbarism for a precedent, or is it an evidence of regeneration, such as naturalists say occur in every species even after hundreds of generations, to exert an autocratic authority over men? If so, we may reasonably expect, according to Darwin's theory, to see further characteristics crop out that show us still more interesting specimens of the parent stem, and which will complete the original form that at present only bears a few of the important characteristics.

But, laying aside all extremes to which we sometimes give expression in our disgust of the abuse to which our laws are made subject, we find that there is a growing animosity arising out of employing the injunction to abridge our personal rights and privileges that cannot help but have a harmful influence upon the whole country in time. It must be understood that the toilers of the country represent nearly 90 per cent of the whole population and when you abridge the rights and privileges granted them under the constitution and nominate a few as masters of the situation, they will arise some day and throw off the yoke.

The Indianapolis News, in an editorial on the abuse of injunctions, says:

The cry against government by injunction seldom has any merit. The injunction is a useful and necessary process of legal procedure. The object of it is to retain in abeyance such matters as may be in contention, so that the cause may

reach the proper tribunal. No objection can be raised to this, for it is the promotion of justice, provided courts are fair and honest, and this is an inevitable presumption.

When men assay violence; when they are bent upon murder; when the torch and the bludgeon become their weapons, an injunction is not only right, but essential, and the enforcing of this injunction by the constituted authorities is a measure taken in wisdom. Even such as are restrained when their passions were leading them into crime will, when these passions have waned, be thankful to have been saved from crime. When the rabble seizes the reins its grasp must be broken, and there is no time then to inquire whether in the beginning the members of the rabble had not been inspired by a well-grounded sense of wrong. While violence holds sway there is no chance of determination.

Nevertheless, fears arise that the injunction habit is becoming too comprehensive. In many instances recently strikers whose conduct has not even suggested disorder, who have counseled peace and thrown all their influence to the preservation of peace have been enjoined from speaking to other men. They are not allowed so much as to say: "Don't take our places. This fight is for labor. It is your fight as well as ours. Stay with us." All this is forbidden. Speech is made an offending. Argument becomes contempt of the court.

We do not believe that this is right in principle, nor that it is constitutional. Freedom of speech and press is guaranteed. This guaranty does not extend to anybody the privilege of inciting to violation of the statutes. It is not a license to the ribald or the mischievous. There are decent limits set and recognized. Certain language is outlawed; certain purposes are recognized as evil.

If a man may not indulge in converse with his neighbor, seeking, perhaps, to convince the neighbor as to the propriety of a prescribed line of conduct in relation to employment, he could as well be shut off from discussion of the tariff or free silver or the condition of the crops. This continued enjoining without adequate cause will lead to trouble; it will widen a chasm already broad and deep. It is not impossible that a talk upon wages may produce personal conflict, but so may a talk about politics or the weather. When the conflict has arisen, or the indications of it have become strong, the police can interfere. Every move that stirs to a stronger animosity the feelings of labor is a move in the wrong direction.

We agree with the News that the injunction is a necessary process of legal procedure, but it should have carefully defined limits of application. It is the

abuse of the injunction that we deprecate. It was never intended that the injunction should be applied to restrain persons from engaging in conversation about the labor they have to sell nor to deny to them the right to extend charity to their fellow man. If there exists any form of coercion worse than the siege thus laid to starve men into submission and force them to sell their labor at a price below its value, we have never

heard of it. We cannot imagine a situation that the injunction has not been made to cover, so completely has it enveloped every right that man enjoys. While we have never conceded that government conducted after any other plan would be entirely successful, we sometimes think there would be a world of satisfaction in some other plan whereby we could wipe out some of the corruption that now exists, with our ballots.



### INTERESTING RAILWAY STATISTICS.

The following statistics of the railways in the United States for the year ending June 30, 1900, are obtained from summaries which appear in the thirteenth statistical report of the Interstate Commerce Commission:

The number of railways in the hands of receivers on June 30, 1900, was 52, there being a net decrease of 19 as compared with the corresponding date of the previous year.

On June 30, 1900, the total single-track railway mileage in the United States was 193,345.78 miles, an increase during the year of 4,051.12 miles being shown. This is a greater increase than that for any other year since 1893. The states and territories which show an increase in mileage in excess of 100 miles are Alabama, Arkansas, California, Idaho, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Nebraska, North Carolina, Oregon, Pennsylvania, South Carolina, Texas and Oklahoma. Practically, all of the railway mileage of the country is covered by reports made to the Commission, the amount not covered being 789.75 miles, or 0.41 per cent of the total single-track mileage. The aggregate length of railway mileage, including tracks of all kinds, was 259,788.07 miles. The distribution of this aggregate mileage was as follows: Single-track, 193,345.78 miles; second track, 12,151.48 miles; third track, 1,094.48 miles; fourth track, 829.29 miles; and yard track and sidings, 52,367.04 miles.

The number of the railway corporations included in the report was 2,023. Of this number 1,067 maintained operating ac-

counts, 847 being classed as independent operating roads and 220 as subsidiary roads. Of roads operated under lease or some other form of contract 324 received a fixed money rental, 167 a contingent money rental and 241 were operated under some form of agreement or control not readily classified. The operated mileage of roads merged, reorganized or consolidated during the year was 9,546.90 miles. The corresponding figure for 1899 was 5,846.35 miles.

There were 37,663 locomotives in the service of the railways on June 30, 1900, or 960 more than the year previous. Of the total number reported 9,863 are classed as passenger locomotives, 21,536 as freight locomotives, 5,621 as switching locomotives, and 583 are not classified.

The total number of cars of all classes in the service of the railways on the same date was 1,450,838, an increase of 74,922 being shown in this item. Of the total number, 34,713 are assigned to the passenger service, 1,365,531 to the freight service, and 50,594 to the direct service of the railways. It should be understood, however, that cars owned by private companies and firms and used by railways are not included in the returns made to the Commission. The report contains summaries which will indicate the density of equipment and the extent to which it is used. It appears that the railways of the United States used on an average 20 locomotives and 753 cars per 100 miles of line.

Practically, all locomotives and cars in the passenger service were fitted with



train brakes, and of 9,863 locomotives assigned to that service 7,431 were fitted with automatic couplers. Nearly all passenger cars were fitted with automatic couplers. With respect to freight equipment, it is noted that nearly all freight locomotives were equipped with train brakes and 75 per cent of them with automatic couplers; the corresponding figure one year previous was 45 per cent. Of 1,365,531 cars in the freight service June 30, 1900, 920,465 were fitted with train brakes, and 1,307,559 with automatic couplers.

The number of persons employed by the railways of the United States, as reported for June 30, 1900, was 1,017,653, or an average of 529 employes per 100 miles of line. As compared with the number employed on June 30, 1899, there was an increase of 88,729, or 34 per 100 miles of line. From the classification of these employes it appears that 42,837 were enginemen, 44,130 firemen, 29,957 conductors, and 74,274 other trainmen. There were 50,789 switchmen, flagmen, and watchmen.

Disregarding 8,394 employes not assigned to the four general divisions of employment, it is found that the services of 36,451 employes were required for general administration; 324,946 for maintenance of way and structures; 197,799 for maintenance of equipment, and 450,063 for conducting transportation.

The report will contain a statement of the average daily compensation of the eighteen classes of employes for nine years, beginning with 1892. Another summary gives the total compensation of more than 99 per cent of railway employes, for the fiscal years 1895 to 1900. During the year ending June 30, 1900, \$577,264,841 were paid in wages and salaries, an amount \$131,756,580 in excess of that paid during the fiscal year 1895. The compensation of the employes of railways for the fiscal year 1900 represents 60 per cent of the operating expenses of the roads and 39 per cent of their gross earnings.

The number of passengers carried during the year ending June 30, 1900, as shown by the annual reports of railways, was 576,865,230, showing an increase during the year of 53,688,722.

The number of tons of freight carried during the year was 1,101,680,238, an increase of 141,916,655 being shown.

The average revenue per passenger per mile for the year ending June 30, 1900, was 2.003 cents. For the preceding year it was 1.925 cents. The revenue per ton of freight per mile was 0.729 cent, while for 1899 it was 0.724 cent. An increase in earnings per train mile appears for both passenger and freight trains. The average cost of running a train 1 mile increased nearly 9 cents as compared with 1899. The percentage of operating expenses to earnings shows a small decrease as compared with the preceding year.

The total number of casualties to persons on account of railway accidents during the year ending June 30, 1900, was 58,185. The aggregate number of persons killed in consequence of railway accidents during the year was 7,865, and the number injured was 50,320. Of railway employes 2,550 were killed and 39,643 were injured. With respect to the three general classes of employes, these casualties were distributed as follows: Trainmen, 1,396 killed, 17,571 injured; switchmen, flagmen, and watchmen, 272 killed, 3,060 injured; other employes, 882 killed, 19,012 injured. The casualties to employes resulting from coupling and uncoupling cars were: Number killed, 282, injured, 5,229. The corresponding figures for the preceding year were: Killed, 260, injured, 6,765.

The casualties from coupling and uncoupling cars are divided as follows: Trainmen, killed, 188, injured, 3,803; switchmen, flagmen and watchmen, killed, 77, injured, 1,264; other employes, killed, 17, injured, 162. The casualties due to falling from trains and engines are assigned as follows: Trainmen, killed, 412, injured, 3,359; switchmen, flagmen and watchmen, killed, 45, injured, 501; other employes, killed, 72, injured, 565. The casualties to the same three classes of employes from collisions and derailments were as follows: Trainmen, killed, 380, injured, 1,867; switchmen, flagmen and watchmen, killed, 11, injured, 141; other employes, killed, 70, injured, 445.

The number of passengers killed during the year was 249, and the number injured 4,128. The corresponding figures for the

previous year were 239 killed and 3,442 injured. In consequence of collisions and derailments, 88 passengers were killed and 1,743 injured. The total number of persons, other than employes and passengers, killed was 5,066; injured, 6,549. These figures include casualties to persons classed as trespassers, of whom 4,346 were killed and 4,680 were injured. The total number of persons killed at highway crossings was 750, injured, 1,350, distributed as follows; Employes, 20 killed, 53 injured; passengers, 1 killed, 3 injured; other persons trespassing, 171 killed, 204 injured; not trespassing, 558 killed, 1,090 injured. The number of persons killed at stations was 521, injured 3,836. This statement covers: Employes, killed 113, injured 2,570; passengers, killed 34, injured 646; other persons trespassing, killed 338, injured 393; not trespassing, killed 36, injured 227. The summaries giving the ratio of casualties show that one out of every 399 employes was killed, and one out of every 26 employes was injured. With reference to trainmen—including in this term engine-men, firemen, conductors, and other train-

men—it is shown that one was killed for every 137 employed, and one was injured for every 11 employed. One passenger was killed for every 2,316,648 carried, and one injured for every 139,740 carried. Ratios based upon the number of miles traveled, however, show that 64,413,684 passenger miles were accomplished for each passenger killed, and 3,885,418 passenger miles accomplished for each passenger injured. The corresponding figure in these latter ratios for the year ending June 30, 1899, were 61,051,580 and 4,239,200 passenger miles for each passenger killed and each passenger injured, respectively.

One summary shows that in the course of thirteen years, ending June 30, 1900, in consequence of railway accidents, 86,277 persons were killed and 469,027 persons were injured. The injuries reported varied from comparatively trivial injuries to those of a fatal character. The casualties for the period mentioned occurred to persons as follows: Employes killed 38,340, injured 361,789; passengers killed 3,485, injured 37,729; other persons (including trespassers) killed 54,452, injured 69,509.



### OUR PLAIN DUTY.

When we think of the marked advancement that railroads have made, even within the recollection of men still employed in train service, we wonder what the future has in store for them—for us. We use this conjunctive expression because our interests are so closely allied with theirs that whatever materially affects their prosperity affects ours in a ratio far greater than many would believe. The changes that have affected the rolling stock and the rules governing the handling of same do not take in all the essential features that have led to the present degree of perfection in the operation of railroads. A gradual change has been going on at the same time in the personnel of those whose duty it is to execute this great work; a training that gives the mind a more delicate conception of the requirements of so great an institution. If the machinery has assumed proportions, in some instances,

that appeal as a startling contrast to the machinery that was employed twenty-five years ago, we must remember that constantly changing conditions in line with progress has demonstrated the necessity of these changes. The safety appliances and automatic apparatus have also been a part of the great evolution that has brought us up to the present degree of perfection. In the construction of our engines the tensile strength of each piece is measured with mathematical precision. Link and valve motion has been reduced to a science, and other appliances have so thoroughly been measured for their capacity and efficiency that any derangement in the working of any part is instantly located. It has been a refining process, so to speak, that has been going on, supplanting the superfluous parts with more modern and improved machinery intended to produce better results. Doing away with part after part, until

scarcely anything remains that may be said to be identical with the equipment of a quarter of a century ago. It is true that some of the appliances are quite modern and seemed slow of adoption, considering the apparent necessity that existed for an earlier adoption, still it seems that their order in the evolution of things was not reached until this late day.

In considering the changes that have taken place in the personnel of men employed in train service, they have been no less essential to the integrity of the whole than are all the improvements combined that are now in evidence. If the pump has given way to the injector or the Armstrong to the Westinghouse, so have men in train service increased their store of knowledge and brightened their characters by coming in touch with better men and better things. It is true that changes yet remain to be made, and which are even more essential to the productive results sought after than any invention yet adopted. But these changes are in the personnel of the men. So far as our railroads are able they are providing schools for instruction upon those subjects that will train the mind to understand the mechanical appliances that the railroads have placed in their hands, but as yet they have not been able to successfully do away with the canker worm that eats away the stomach and brains of their best employes. That canker worm is whiskey. While the number of men in train service who are addicted to this habit are away in the minority as compared to the number who constituted the rank and file twenty-five years ago, and which fact, by the way, demonstrates the perfecting system that has been going on in the personnel of men now engaged, there seems to remain a sufficient number to warrant the issuance of a circular on one road to that effect, by General Manager Dickinson, of the Union Pacific. Whether the basis for the issuance of a prohibitive circular was founded upon the grounds that conductors indulged in intoxicants

or not it points to them just the same, and whether they are guilty or not guilty, the public is going to lay at every conductor's door a share of the censure, for he is the man who has supervision over the whole train and has it in his power to bring about a more speedy and effective remedy than any other person. It may grate harshly upon the nerves of the more sensitive to thus boldly lay the blame at the doors of our conductors for gross dereliction of duty that follows over-indulgence, but who is there of the old school of experience who has not had someone at some time on his train who was not mentally and physically able to do his work on account of too much booze, or, who, if they were permitted to work, were constantly arising before your eyes like a wraith, either holding the throttle, handling the scoop or on the hurricane deck. As a rule they were given a place in the caboose until their minds became sufficiently clear to execute their part of the work. No one will ever know how many accidents were the direct or indirect result of these men being burdened with a "jag," but we do know that along with other changes that have taken place the bottle no longer finds a place in the locker of a caboose nor the seat box of an engine. In sixteen investigations in cases of wrecks on one road not long since, not one pointed toward "defective vision," an apologetic term for being drunk. On this same line, even less than a score of years ago, five times the number of wrecks are recorded in the same length of time, and four-fifths of them are credited to "defective vision."

The conductors have been the most potent factor in securing the changes that have taken place on this very line, and we believe we are safe in saying that they have been equally diligent everywhere to this same end. Our duty seems to be plainly marked out to follow along these lines and further advance the harmonious working of that great evolution that recognizes the conductor as its principal factor.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

The members of Auxiliary No. 67 are now resting from Auxiliary work, but will begin with renewed interest and enthusiasm this month. We have gained one new member since the year began, and trust that, with improved health, she will meet with us often.

We celebrated our sixth birthday anniversary with a supper given to members of Auxiliary 67 and families. It was up to the usual high standard of excellence and included everything of the best, from new table linen, decorations of pinks, ferns and pine cones, through salads and all the good things that pertain to Auxiliary suppers. I think our committee know how to cater for Maine O. R. C. Brothers. After a social hour in the hall below, tables were arranged for whist, and the company augmented by many invited guests who had aided at the charity whists given by club members, indulged in the fascinating game until ten, when dainty prizes, furnished by the club, were given, and ice cream and cake served. The many pleasant expressions of enjoyment assured the members that the event had been a success.

Our delegates, Sisters Edgerly and True, had a delightful trip to and around St. Paul. Sister Edgerly gave us an extended report of the Grand Division work and her western trip, so that we all feel grateful for the many courtesies extended as an honor to one is an honor to all. It was planned to hold a reception and entertainment in honor of their return. And so on the evening of June 27th the Sisters and friends assembled at the hall, and, altho' the thermometer raged way up in the nineties, had a pleasant, informal social gathering. After a varied program of readings, music and singing, Sister Gresley who was presiding, called Past President Sister Sprague to her old station and in a few words expressing the appreciation and love of the members of 67 presented her with a beautiful Auxiliary pin appropriately inscribed with name and Auxiliary. Sister Sprague was completely surprised, and could only say "Thank you" before she sat down, but wishes to assure the Sisters of her thorough appreciation of their kindness and labor in so thoughtfully plotting and planning for her happiness. While she disclaims all merit, she gratefully and lovingly rejoices in this testimonial from the Sisters, even if they didn't take her advice and

"wait until fall." They kept the secret well, but then you know "If a woman will, she will, you may depend on't." The club furnished refreshments and the happy event ended the summer meetings. The club had its annual outing at Cape Cottage having a fine shore dinner served in the Casino, and an evening at "McCullums." Sister Grand President will know where that is, but "Nervie" wasn't there. All declared it a delightful day and evening.

Thus do we keep up the interest and strengthen the links within the circle, and let us not forget the deeper, broader meanings of Charity, Truth and Friendship which our rituals teach. Would that each member might bring in a new name at our September meeting. How good it would seem to enlarge our circle of friendship and make all the old and new Sisters feel that blest indeed is the "tie that binds."

Portland, Me.

MAYNE.



Editor Railway Conductor:

On my return from St. Paul I was sorry to find we had lost one of our best attending members, Sister Winegar, by removal. She can feel assured that we miss her every meeting, and I think I can safely say on first and third Wednesdays she is wondering what we are doing. At our first meeting in July we initiated Mrs. Thos. Seale, of New Smyrna, Fla. We all regret very much that Sister Seale cannot be with us, for she is very much interested in the L. A. Sister Hill was initiated at the last meeting in July. We have one petition to be reported on at our next meeting. We expect Sister Davenport, of Sanford, Fla., with us at our next meeting. All will be very glad to welcome Sister Davenport. It was through her untiring efforts, assisted by Sister Lumpkin, that this Auxiliary was organized—the first in Alabama. We are very glad to hear that Brother C. A. Hardwick is at work again after an illness of over one month.

Brother and Sister Clark, we rejoice with you on the new arrival at your home; also with Brother and Sister Plemmons on the arrival of a son.

Auxiliary 29, where is your correspondent? We would like to hear from you. Sister Cunningham, of 109, I am anxious to hear from "Hopkins."

Birmingham, Ala.

CORRESPONDENT.

Editor Railway Conductor:

I will try to sketch briefly what Auxiliary 9 has been doing since my last letter. August 1 we held our annual picnic at Kenneywood Park, and it was a success in every way. A large number of Brothers and Sisters and their families were present; everybody had a good time. Much credit is due Brother W. B. Rice, he being a police in the park. We had everything our own way; he received us with open arms. Mr. Gray, the superintendent and the assistant superintendent of the park and superintendent of the Rolly Coasts and all amusement of the park, was the honored guest at dinner. The dinner was all that could be desired; all did ample justice. We have our social every fourth Thursday of each month. Sisters Gray, Fout and Hedges entertained Aug. 22. We initiated Mrs. S. B. Neff and Mrs. J. Early, of Pitcairn. They did so nicely that I think they must belong to the order called the Elks, and have tried their goat, for we could not scare them. We have still another candidate for next meeting. We hope that all the good Brothers will urge their wives who do not belong to the Auxiliary to join us soon and lay aside all prejudice if some of you should be more fortunate than others. Please bear in mind that six feet of earth makes us all of one size, so let us strive with renewed energy to help one another. With best wishes for all Divisions of the Ladies' Auxiliary.

MRS. PHILIP MOONLY.

Pittsburg, Pa.



Editor Railway Conductor:

Auxiliary 42 in the spring made and gave away a flag pillow for the benefit of the St. Joseph's hospital. This brought in a little over twenty dollars.

On the second and fourth Wednesdays of the month we meet in a social way. Not having enough members to form a club, we invited a few friends and organized what we call the "Tues Mega Club." Our meetings are called in the afternoons and we are generally entertained at cards, and lunch follows. Our Auxiliary meetings coming on the first and third Wednesdays brings us together almost every week, and this keeps up the interest.

CORRESPONDENT,

Logansport, Ind.



Editor Railway Conductor:

No doubt you wonder why there has been no letter in THE CONDUCTOR for so long? It took me much longer to go to the convention than the rest. All other Sisters are at home and some are ready to start out again. How I wish I was with them, especially the one who is going to Ogden and Salt Lake. It is of no use for me to say anything about the convention in my letter, as I was only a visitor, but think I enjoyed every meeting as well as the delegates. They, of course, had the work to do. The outside entertainments were all grand, but when one goes for business and there is work to do it must be done, and the delegates could not play, as there was no time. I had the pleasure of hearing the report made by Sister Francis, of Auxiliary 37, which was fine, and if all Auxiliaries had the same they received good reports from the Grand convention of the Ladies Auxiliary to the O. R. C. Sister Sleight's report to Auxiliary 134

was grand, and those who did not hear it have missed a great deal. Sister Sleight, you are a good delegate and ought to be sent again. Auxiliary 134 is getting along nicely, although the weather is almost unbearable. We have a good attendance and each Sister is trying hard to do her part. We are going to have an initiation soon and more to follow, if all promises are kept. Don't be afraid, Sisters, nothing will hurt you. Be brave once in your life and come to the front. We will see you safely through our portals. We have had a few drawbacks, the same as all Auxiliaries, not only in the Auxiliary, but in other lodges or clubs. In the early season our hall was burned and most everything was ruined—black and grim with smoke. But back of all was the silver lining and everything bright and clean. Our first meeting after the fire was held at Sister Anderson's. Her little home was well filled with the good Sisters, and after the regular meeting Sister Anderson served light refreshments, which were enjoyed by all. I do not want any more fires, but I wish Sister Anderson would entertain the Auxiliary again. Sister Creech, of Old Mexico, will be with us some time this fall. Sister C., you will be a welcome visitor. Sister Brown has broken up house-keeping and gone to boarding. Good Sister, you will have more time to attend the Auxiliary. Now turn over a new leaf and come out. The Sisters had a picnic out at the Strickland Resort. All must have had quite a merry time. Was sorry I could not be with you. God has sent Sister Denison a little son to bring smiles and sunshine. We hope that Brother E. E. Clark and his wife will have a safe journey over the Atlantic and return. Brother and Sister Sleight are enjoying a visit with their son and his wife, from Houston, who will be here for a week or ten days.

Palestine, Texas.

MRS. F. A. NOBLE.



Editor Railway Conductor:

Auxiliary 156 is coming to the front. We have been having good attendance this hot weather. I must say a few words to the Sisters that stay away from the meetings: You are missing a great deal and we need your hearty personal support. Our new officers need encouragement by a good attendance at our meetings, as we are only six months old. Sister Turner, our President, needs our support, so come, one and all. Our Secretary, Sister Greeno, gave a tea the 22d. It was largely attended and all had a good time. Sister Newman favored us with some beautiful songs. We are to have Sister Ingraham with us soon, and hope to be greatly benefited by her visit. Many thanks to Sister Noble, of Auxiliary 134, for the beautiful gavel. Now, Sister President, throw away the broom handle and take up the gavel. What has become of Auxiliary 127? Wake up, and let us hear from you.

MRS. E. A. CURLIN.

Longview, Texas.



Editor Railway Conductor:

Auxiliary 28 is progressing slowly but surely and has much to be thankful for. We take in a new member occasionally and have several on our list that we expect to get soon. Our delegate brought back a good report from the convention and we are especially pleased with the raise in the insur-

ance, and hope to get many more insured members.

On account of the extreme heat we have not done any work this summer to raise money. Our treasury is well filled, as we have had no heavy expense. At the last meeting in each month we serve refreshments, for which a charge of ten cents is made, and all have a good time, and it adds a little to the treasury. We expect to start in with the fair this fall and serve luncheon and cold drinks at the fair grounds. August 3 about twenty carried well filled baskets to Woodlake Park and had a moonlight picnic, which was enjoyed immensely by everyone. Sisters Gudgell and McClurg have been very sick, but are able to be out again. With best wishes to all.

Denison, Texas.

MRS. OLA LINDEMOOD.

#### Editor Railway Conductor:

Owing to the extreme heat the attendance of Auxiliary 187 has somewhat decreased, but there are a few of the ever faithful who are always on hand. At our regular meeting; August 14, Sister Yeager gave us a surprise in the way of cake and lemonade—many thanks, Sister Shafer has gone to Frackville for the benefit of her health. Brother Arter and wife said, put me off at Buffalo. August 15 will long be remembered. About a hundred guests assembled at the cozy home of Brother and Sister Randalls to help celebrate their silver wedding anniversary. The welcome they received from the host and hostess caused all to feel at home. Music was the principal feature of the evening, both vocal and instrumental. An elegant dinner was served. Their presents were numerous and costly. Division 8 presented them with a beautiful silver tea set as a remembrance of the love and esteem in which they are held. [Sister Riddle evidently means Auxiliary 8; however, the Rochester, N. Y., (Division 8) Brothers are liberal, too.—Ed.] Home, Sweet Home, was not reached until a late hour, but there was not a murmur, for we all felt that it was good for us to be there. I quote a few lines of the old, but beautiful poem to Brother and Sister Randalls: "'Twas sweet to love in youthful days, when life seemed all before; 'tis sweeter yet to truly love, when life is nearly o'er."

MRS. HARRY RIDDLE.

Sunbury, Pa.

#### Editor Railway Conductor:

With the thermometer at 100 in the shade, and no breeze in sight to cool the fevered brow, letter writing is almost impossible, still Auxiliary 43 is quite active and making some progress. Several members have been initiated during the last few months, and others have promised to join in the near future. Let us go to work in earnest to increase our membership. There is no reason why we should not be able to double our membership within the next few months if we only try; but the co-operation of every member is needed in order to accomplish this.

Several successful socials have been given by the members of the Auxiliary, and we look forward with pleasure to our next one, to be given at the home of Sister D. S. Walraven, our faithful secretary.

And now a few words about our regular meet-

ings. I know our meetings would be more interesting if every member would make it a self-imposed duty to be present at all meetings. When we have a good attendance, the work before us can be done in a more business-like manner. Frequently we meet members on the street, in stores, or other places, and valuable suggestions are made by which, if acted upon, the usefulness of our Auxiliary would be greatly increased; but, unfortunately, when meeting day comes, the good Sister on whom we depend to help us with something practical, something that would be of benefit to our organization, is conspicuous by her absence. If we could only realize the great amount of good our Auxiliary can do by united efforts, we would cease to be indifferent. Life is too short to be spent in idleness. I believe it was Carlyle who said: "I am traveling this road but once, and am trying to do all the good I can." Let us add this to our motto, and do likewise. Let us be more friendly with each other, and render such mutual aid and comfort as may be needed among our members, and others. With best wishes for the O. R. C. and L. A.

Atlanta, Ga.

MRS. C. D. KNIGHT.

#### Editor Railway Conductor:

I am fearful that under "new business and good of the order" the president will give the correspondent about thirty brownies, and order a reduction of salary. In view of the drouth-stricken condition of the crops of the aforesaid correspondent, that reduction would be a serious loss.

Many things have come to pass since my last letter. The 2d of May we had a social at our hall. We had a fine musical program, after which refreshments were served. The silk quilt which we have finished was disposed of and the treasury was \$25.00 richer as a result. There was a large attendance, and it proved a most enjoyable occasion. Sister Fleming of Wellington made and presented to the Auxiliary a most beautiful quilt which we have not yet disposed of. We are waiting till cooler weather before attempting anything requiring any exertion.

Our delegate and alternate both being unable to attend the convention, Sister Ferguson, our president was elected to represent 116. And that she did honor to our Division was proven by the excellent report she brought home. Sister Ferguson extended her trip to Pennsylvania to visit relatives several weeks. We had one initiated in April, we will have an initiation at our next meeting, and a petition to act upon. Our membership is increasing quite satisfactorily. Our fortnightly socials have been very successful both socially and financially. At the last one the hostess had a great many buttonholes to work and she offered 25 cents a dozen for making, and the result was a neat little sum in the treasury. In June we gave a lawn social at the home of Sisters Vaughn and Argobright, in honor of Brother and Sister Saunders, of Chillicothe, Mo., who were here on a visit. Refreshments were served on the lawn. There was quite a number of the friends of Brother and Sister Saunders present besides the Auxiliary. Sister Sawyer and her daughter, Miss Bessie, are sojourning at Las Vegas in search of health. A letter from Sister Sawyer informs us that they are



having a fine time and are gaining in health. Sister Whitford, one of our charter members, has taken a transfer to Las Vegas, N. M. We were sorry to lose Sister Whitford, but think she did the right thing. To offset that loss, Brother and Sister James of Arkansas City have moved to Newton and we will have sister James with us. Brother and Sister Conway have moved to Kansas City and we commend Sister Conway to the Sisters of Auxiliary 68. Sister Conway was one of the charter members, and a most faithful attendant at Division meetings notwithstanding many obstacles. Sister Detrick and children are spending the summer in San Diego, California. Brother Detrick will leave in a few days to accompany the family home the last of August. A number of the Sisters have been away for a vacation and several are going soon, still, we have a very good attendance and have not failed to have a meeting but once this summer. With greetings to all our absent Sisters from Division 116 and to the general Sisterhood.

CORRESPONDENT.

Newton, Kansas.



## Editor Railway Conductor:

How eagerly we all look for THE CONDUCTOR, and feel so disappointed when we miss one! Auxiliary 84 "is keeping step to the music of progress." She anticipates several new members soon.

The way the membership of Division 111 is increasing we should have a membership in 84 nearly equal, some of the Brothers not having wives,

they will be excused until later. Brother Wilkins, G. S. C., was a visitor of Division 111 August 4. Auxiliary 84 sent out for cream and cake as a surprise for the visiting Brother. Our last social was at the home of Sister Willitts. A nice afternoon was enjoyed by about eighteen or twenty ladies. Fruit, ice and cake were served. The next social was a swell affair, given at the home of Sister Plum on August 8th.

Brother and Sister Wagner have returned from an outing in the Yosemite Valley and report having a fine trip. Brother and Sister Johnson, of Denver, are still with us but expect to turn their faces homeward soon. Sorry to have them leave us, however they will no doubt return soon, as they seem to be in love with California. Sister Benjamin has gone east for a visit among her relatives and friends. During her absence her home caught fire, and she will sustain quite a loss. She has the sympathy of all Brothers and Sisters here. Brother and Sister Powers have gone to southern Oregon for an outing. Hope they won't come back web-footed. Sister Jones has been on the sick list, having recently returned from the hospital. She has gained so rapidly since her return that she is at home to callers. I am sorry to learn that all of the ladies of Auxiliary 84 don't think as Sister Tracy does in regard to taking out insurance. She does not appear to be making much headway in that direction. With kind wishes to all Sisters and prosperity to the L. A. to O. R. C.

CARNATION.

Los Angeles, Cal.



## "CINDER ELLA."

They call me "Little Cinder Ella,"

Because I walk the track  
And hunt for coal to make our fires  
And get my face so black.

But I don't care—they're good to me,

For when no coal I find  
They sometimes throw me down a lump  
Or leave a bit behind.

And sometimes, when 'tis very cold,

They pass the hat, you see,  
And send me home: for father's dead,  
And ma can't work like me.

The trainmen, sir, are very kind,  
And help us all they can;

And that is more than railroads do  
When they have killed a man.

And once a great big engineer,

When I was sick with croup,  
Brought round a basket full of things:  
And ma she made a soup

Like millionaires and kings, she said,

Could only 'ford to eat;  
And then a fireman came around  
And brought me something sweet.

And then a fat conductor came

And bowed to ma and said:  
"The boys give this to help you out—  
Some money, meat and bread."

My ma she cried, she was so rich,

And then she prayed awhile  
And thanked the Lord, "who always comes  
When least the heavens smile."

I got so warm that I got well

And ma she stronger grew,  
And now she's well enough to scrub  
And take in washing, too:  
And we get on so happylike.

It seems a big surprise;  
My ma she says my having croup  
Was angels in disguise.

C. G. B.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

Did you notice the clear cut, unbiased way our Grand Chief Conductor put the question of seniority before the Grand Division in his report? He said, "Strict seniority means the promotion of men according to their age in the service of that company, provided they are fitted and qualified for promotion. Abolition of seniority means that the officials of the road will hire and promote men at will, placing them wherever they see fit to place them in the service." You have the subject dished up in a manner here that gives you a chance to see just which you want. There was a time in the operation of railroads that "any old thing went." What I mean is that no specific rules were in force for the government of trainmen; no prohibitive orders against certain practices that would forever banish men today from the service; no standard by which strict accountability was maintained for everything that in any way could be taken into consideration in the movement of trains to secure the best results for the company. Under a system of varied discipline, with no basis of imposing penalties, men were often reprimanded for what now is deemed a creditable act, and dismissed for casualties that are now credited to agencies entirely apart from the men themselves. Personal conduct, both on and off the road, did not enter into the consideration of fitness for position, and gross breaches of conduct that would "tie the can" to a fellow today were unnoticed. Under such conditions as these men were given positions and promotions regardless of ability or experience. The evolution in the affairs of handling traffic had not reached that stage when railway managers saw it to their advantage to choose men to operate their trains after the fashion that a builder chooses only the best material to stand the strain upon a piece of work from which he expects the best results. The affairs of railroad-ing have undergone some vital changes in the last decade, and among the culls that have been heaved into the rubbish is that of giving positions to friends. This one relic of by-gone days alone seems to be the bug-a-boo that is bringing out a wall from many of our members about "somebody will get my run if seniority is knocked out." Why do you fear it? Are you possessed of the conviction that your services have not been up to the requirements? If so, why don't you "watch your job" and render that service that will make you indispensable, thereby leaving no reason for a

swap should seniority die. There is no more to fear from favoritism taking away your runs or chances for promotion than there is to fear that automatic appliances will be relegated and that we will again drift back into that primitive state when all our engines were brush-burners and our trains run on "smoke" orders. We have reached an age when merit seems to be the watchword in every department, in every transaction and in every piece of material. You have got to meet its conditions sooner or later and your old hobby-hoss "seniority" is not always going to hold you up while you sit in one place rocking. You have got to move with the procession, even if it does fall to your lot to ride a mule.

What inspiration is there to attain to merit where seniority prevails? None whatever. All you have to do is to soldier away your time, mechanically performing such tasks as are assigned and keep within the wording of the book of rules. The company expects more than a simple observance of its rules. They must have energetic, live men to secure the best results. No "basswood" man ever yet contributed to a company's success, and right here it would be well to quote the opinion of a well-known official who said, "While some men never get into trouble, it was because they never had ambition to work. If I were to express preference for either it would be for the man who hustles."

Our railway managers want results. They have an unlimited amount of capital invested, and it takes men who have ambition to bring out the best results. Basswood men—animate objects moving under specified formulas can't do it. What sets a premium on such as these? Nothing under the sun but seniority. It has been my observance that it sets a premium on laziness, too, and I am come to the conclusion that a very strong resemblance exists between them. I am "fixed" with one of the best runs on the schedule, but I say right here, if seniority be abolished and a merit system of promotion displaces me with a better man for the company than I am, I am willing to step down and begin to root after those things that will make me a dangerous competitor to him.

Let us all constitute ourselves dangerous competitors. It is only right before God that we exercise every talent given us. What if we do outstrip or are outstripped? Will it not increase our worth as employees? Certainly. Then you must

admit that you have gained control of the most powerful lever possible in raising your salaries.

Summing up, we find seniority analogous to laziness, an obstacle in the path of progress and a protector of those who are afraid to be gauged by the standard of merit. It seeks to keep merit in the background, thus depriving not only the company from the best results to be obtained, but deprives the men from reaching a state of perfection through honest competition and excellent work, that would give to them better wages and the company better employees. MERIT.

Sedan, Ind.



Editor Railway Conductor:

Division 324 is getting on fairly well. We have seventy-five members, but some of them neglect their duty by not attending the meetings as often as they should. Brothers, if you want to have a good time and know what is going on all over the country come out and attend the meetings. You will stay away and possibly not go to church, then you will ask some of the good loyal Brothers that you know do attend. "What did you all do?" "Did you do so and so?" or, "Why did you all do that?" or "Why didn't you do so and so?" Why don't you come yourself and suggest some other way if things do not go on exactly to suit you instead of whining all over the road and on the street?

We ran an excursion from Bluefield to Cincinnati on July 17th, returning on the 20th. We had quite a nice crowd and an enjoyable time. We may take another trip when the weather gets cooler. Brother McCullough, our loyal chief was the head push on our excursion to the above named place, and if we should run another I hope he will accept the management of it, as we haven't a Brother that could do any better.

Brothers I do not think we read our CONDUCTOR as closely as we should. Do not only look for a few words from your own Division correspondent but read THE CONDUCTOR through. We are brought closer together by reading it and this should be the aim of all the Brothers. We can learn from others lessons of value. Our noble order is full of intelligent Brothers who can, if they only take the time, impart to others a knowledge that would be of real benefit; and it is interest of this kind which causes enthusiasm in the order. We must uphold the dignity of our Order and by so doing show the outsiders that the Order of Railway Conductors is up to the times. We must work hard to bring some valuable young timber into the fold.

E. T. SPENCER.

Bluefield, W. Va.



Editor Railway Conductor:

I will not go so far in this letter, as to enlighten you what the financial advantage would be to the Order to move from Cedar Rapids, Iowa, to Washington, D. C., but when that time comes to enlighten the Grand Division at Pittsburg, Pa., in 1903 we will have the financial part canvassed. I predict that Washington will get the solid vote of the Grand Division.

I have three reasons for advocating the removal of the headquarters from Cedar Rapids, Iowa, to Washington, D. C. First: all railroads are consolidating and today, if the press dispatches are to be

relied on, there are only seven big railroads in the United States. Well posted railroad men say the seven will be condensed into three large transcontinental lines, each one having a line of steamers on the Atlantic and Pacific oceans. Now that being the case, we as railroad employees must centralize the five railroad organizations, namely, O. R. C., B. L. E., B. L. F., B. R. T., O. R. T., in some city for our mutual interest, so if railroad organized labor is called upon to show their numerical strength of the five organizations they can furnish the information in twenty minutes. [We can do it now.—ED.] Second: supposing that organized labor is compelled to centralize for mutual protection, Washington is the magnet city to which organized labor must make these permanent headquarters and final home. Third: Washington is the seat of government and the capital city of our country, and where all our laws are made. That alone should be reason enough for we as organized labor must from now on have our share of legislation. I firmly believe when we as organized laboring men show our fair minded employer with capital to invest that it is to his interest to recognize the rights of men to organize. Then and not till then will harmony prevail all along the line. Our present lawmakers are our friends because they fear the Socialist which is the enemy to our present form of government. Now my friend when the grand Division headquarters has moved to this beautiful city there will be an appropriation asked for from the 57th Congress for a memorial hall big enough to accommodate all kinds of conventions and a standing amount of money to do the generous act as St. Paul 28th annual convention did. When the Grand Division meets at Pittsburg in 1903 Washington will have a double header offer to make the Grand Division. First, the 30th annual convention to meet at Washington, D. C., 1905; second, to move the headquarters here to be the final home of the O. R. C. Grand Division. We have grown out of our granger clothes and we are compelled to put on our new suit and be up to date in all our actions and be ready for the twentieth century in all its gigantic commercial movements and take our part as to the very best interest of our fellow man, our country and ourselves. The Federated Trades Unions, with President Gompers at their head has his headquarters here also. The Knights of Labor have their headquarters here. I have read the able editorial from our associate editor, W. D. Anderson, entitled "Close the Gap." The penalty is the proper remedy and a long-sought want. Read it, Brothers. I have been an ardent advocate of the Cabot Lodge Bill that died in the 53d Congress, but after reading Brother Anderson's able editorial from now on, Brother Anderson, you may count on my support. Read it, it will do you good. Division 378 sends greetings to all Divisions that she is sound financially.

Washington, D. C.,

JOHN DWYER.



Editor Railway Conductor:

Knowing that we have a great many good Brothers who are so situated that they cannot attend Division meetings, and they having the welfare of the Division at heart, I have concluded to give them what little information I can and hope that

our regular correspondent will wake up and give them the balance. I am glad to say that we have today the best Division and treasury that we ever had, both in numbers and loyal Brothers.

We are now at the 200 mark in membership, and still a coming. The average attendance at meetings is about 35, and from the way the Brothers are working on the road that is very good. The boards of adjustment on the different lines are taking up their work and getting good results. We now have the first board on the P. C. C. & St. L. west that we ever had, and they have already had good results. I think that if every board would promptly take up cases, treat the officials as their superiors on the road and at the same time be firm and gentlemen, they would fare better.

We expect great things from the legislative board this winter, and I hope that the members will keep ever in mind that the Brothers have put confidence in them and they will in every way do their duty, and above all keep their expense accounts down to what they really ought to be, as this board is only an experiment. The Brothers are taxed very high as it is, and they may conclude to cut out the board. If it is handled properly it is too good a thing. We are now in our new hall at 71½ E. State St., third floor, and we would like all of the members to attend and see it, and also all Brothers who come this way to stop, providing they have the S. A. P. W. and can pass the examination. We are always glad to meet you.

Columbus, O.

GARRETT FOX.

Editor Railway Conductor:

Division 383 has 33 members in first-class shape, and is one about as strong as you could find. Our delegate, Brother, J. J. Vanderlinden, gave us his report and an account of the reception that was given every delegate who attended.

Some Brother has been making a howl about illustrations. Well, they may be interesting to some of the Brothers.

Algiers, La.

GEO. E. BROOKS.

Editor Railway Conductor:

The first article in THE CONDUCTOR of August strikes home to a good many of our Brothers. Can we awaken that interest in our journal that it deserves as a representative journal of the Order of Railway Conductors? That there is any amount of good, earnest thought among our membership cannot be doubted, but the point is to bring it out and get the members to put their thoughts before the inspection of ye editor. I, for one, am not afraid, so I will try and give my ideas of the current affairs our Orders as I see them. I believe that it is conducted on good conservative lines; that we have men at the head of our organization that are the equal of any, and that with their wisdom and good sound judgment always in the foreground in the management of its affairs, we need have no fear as to its future. We are slowly but surely progressing. The report of the board of trustees for the first half of the present year shows a sound and stable financial condition, and now what we need is an earnest endeavor on the part of our membership to insure our future success.

We have a Brother as associate editor whose

very soul is in the work that he is doing in the interest of our journal and the Order of Railway Conductors. How many more of us will assist him in his efforts? This "Friend of the conductors" is surely doing all he can to help the good work along, and I hope his articles may inspire a few of the Lincolns and Mark Twains to come out from their hiding and give us their ideas. Brother Evans, of 119, is also in evidence, and, while I may not agree with him in all that he says, still he shows a spirit animated with the true ring in the interest of our Order. He strikes hard at seniority, but I can hardly concur in his position on this question. Many of us have worked years to receive what we have, and I, for one, would not like to see the gate thrown wide open, giving railway officials this chance to place favorites entirely in evidence as to preferred runs. I believe that we can, with good judgment and conservative effort, accomplish much that will be a benefit to the conductors along these lines, but don't open the door too wide.

I was a delegate to the session of the Grand Division at St. Paul, and while all that was done there did not meet with my approval, still I am willing to submit to the will of a majority. The home proposition was disposed of to the satisfaction of the Grand Division, and I believe to the members of the Order in general, if we could only go ahead now and build it. But time and earnest effort will accomplish this also. The relief fund will not, in my opinion, bring the relief that many of the delegates looked for. Only those that are permanently disabled can expect any relief from this fund, and it still leaves a large number of our members that will have to be taken care of by their local Divisions.

Jackson, Mich.

HOWARD LEACH.

Editor Railway Conductor:

Under the head of "Good of the Order" I herewith submit a suggestion. We have had a great deal of discussion on the subject of double-headers and how to get rid of them, and the only solution thus far is given us by the railroad companies giving us larger engines than can haul the same tonnage as a double-header. So the question of heavy tonnage as a proposition has come to stay, the only limit is the number of cars that will hold together. With this solution of the question there is nothing left to fight. What interests us more is getting adequate pay for our services, as we are worked harder and our duties are more burdensome, we should have more pay for our work. In a number of instances the companies have raised the scale of pay for the fireman, but have done nothing for the brakeman or the conductor. The scale of wages should be revised and the pay increased per hundred miles for an increased tonnage over and above a certain number of tons, and in that way get our share of the earnings on the increased train load. Is there any reason why the engineer should get fifty per cent more wages for going over the same division as the conductor? It is just simply that they have asked for it and fought for it continuously that they have gotten it and keep it. We should now ask for what we are entitled to.

Waco, Texas.

FRANK F. FINK.

Editor Railway Conductor:

If the correspondent of 376 doesn't get a consignment of demerit marks for this, his first offense, he will commit said offense again in the near future, and let the absent Brothers know that we are still alive and that the door-knob turns either way for any worthy Brother coming this way. I think Brother L. E. Sheppard, our G. J. C., will vouch for this statement, as he made us a visit Monday, July 16, and a better meeting has never been held by Division 376, a goodly number being present, and Brothers Carse, Johnson and Depue, of Division 48, gave us the benefit of their presence. We all regret that Brother Sheppard could not stay longer, but we hope to see him again soon, and hope he will leave us more of that good advice, for we surely need it now. Owing to certain rules of the assistant postmaster Brother Smeed could not entertain Brother Sheppard only until 8 p. m. Who's the reason? At this hour Brother Sheppard was escorted to the home of Brother J. S. Scott and wife, who provided a musical program and light refreshments and the evening passed only too soon for those present. As we dare not make overtime we will register in on time with green sigs. BAN-NER-OOT.

Ashley, Ind.

3

Editor Railway Conductor:

There has been so much said through the columns of the newspapers for the last several months regarding the indignities that are being perpetrated upon the railroad men in Old Mexico, that I believe that it is time that the Order of Railway Conductors should take some steps to discover for themselves whether or not there is any truth in those reports.

It has been said by one man, an engineer, to a reporter of the Kansas City Star, that many of our conductors and engineers are incarcerated in jails and dungeons and are not even given a hearing for months in some instances for years. Can it be possible that such things exist at our very door, and with our citizens, and no steps be taken for their release? I brought this matter to the attention of our Grand Division in St. Paul, and you who were there know the conductor's statements from two sections of Mexico, north and south.

I believe it would be a good thing—and in justice to ourselves, I believe we should do it—send a Grand Officer, or two if necessary, and let him traverse the several different lines of railroad in Mexico, and by the strictest inquiry through the Brothers and the Mexican officials, learn whether or not these conditions do exist, and report back to our Grand Chief Conductor; and if they discover that any of our members are so incarcerated, they at once take steps, through the proper channels in Washington, to see that they are released.

Is it possible that a body composed of men such as the O. R. C. are so forgetful or recreant of duty that they will allow one of our Brothers to lie in a filthy dungeon for months or years without making an effort for his release, when he is guilty of no offense to either the people or the government of Mexico? If the killing of a Mexican was done by willful neglect or by a malicious act the case would be quite different, but when by an accident,

over which he has no control; why should he suffer as it is reported they are compelled to do.

It has been said many times, and I have heard it myself from Brothers of our organization, and through citizens in Mexico, that there is no use to go to an American Consul to seek redress, as they are powerless to act; but if you wish anything of that kind you must put yourself under the care of a British Consul. Is it possible that with our boasted freedom, we still remain in such a position that we must call upon our cousins across the sea to protect us at our very door? If that is a fact there surely is something radically wrong with our republican government, and the sooner we right it the better.

I wish some of our good Brothers who are in the Republic, and who should be thoroughly acquainted with the facts as they really exist, would give us some information on this subject through the columns of THE CONDUCTOR.

I fully understand how easily it is for a man who has possibly been driven out of Mexico to make everything look as black as possible against that country; but where there are so many reports all tending in the same direction there must be something that is true in them; if there is, it is very necessary that we should know it. I hope that the proper steps will be taken to ferret this matter to the very bottom, that we may forever set at rest these very annoying rumors of injustice being done our members, and at least satisfy ourselves if there is no truth at the bottom of it.

The President of Mexico is a gentleman, and I feel satisfied that if one of our Grand Officers should go to the City of Mexico with letters from some of our prominent officials in Washington that he can secure permits that will give him access to every prison in Mexico, so that he may see for himself whether or not these things are true. Now I do hope that some of our good Brothers in Mexico will answer this through THE CONDUCTOR that we may know.

I am glad to see the great good that has accrued from the relief fund that was created in our last Grand Division. Many of our Brothers and their families have found great relief, and will long remember the convening of our last Grand Division for the relief that it has furnished hundreds of our good deserving Brothers. I cannot help but think that if many of our good Brothers understand the Order as I do that they would never miss a single meeting, but would be there to give us their counsel and advice. It should not be forgotten that you owe this, not only to yourselves, but to every Brother of the Order. And right here I want to say that the time comes in every man's life when neglect of this kind will come back and reflect severely on him just when he needs assistance the most. He will find that it is cut off from him by his own deliberate neglect of duty. Do not forget that your officers are not the organization, nor can they accomplish anything of any great good unless you stand at their back and give them your aid and assistance. If we will all try this, I think by the convening of the next Grand Division we will be satisfied that we have accomplished more than has been accomplished in the last ten years of our history. W. WELCH.

Kansas City, Mo.

### Editor Railway Conductor:

At our last regular meeting an agreeable surprise awaited those who were in attendance. It was that of the pleasure of the company of one of our much-esteemed Brothers, W. A. Coon, now membership clerk at Cedar Rapids. Brother Coon was, and is still very popular with all the members of Division 17. And deservedly so, for when among us, he was the first to offer assistance in anything and everything calculated to promote the good of the Order or of any of its members, and of him it can be truly asserted that no Brother ever sought his assistance in vain. Let me, then, repeat again that the Order is to be congratulated in securing the invaluable services of Brother Coon. Some of us were disappointed at not meeting Brother Archer, who we heard was at Toronto, and hope the next time it will be convenient for a longer visit, as we are at all times pleased to meet any of our Grand Officers. To the grief of the brethren our charter is once more draped in mourning for two of our deceased members, Brothers Dymont and John Morrison. Brother Morrison was coming east in charge of No. 6 train from Sarnia to Toronto, and at one of the stations stopped to examine the air-brakes, where there was supposed to be a leak, and, unfortunately, at that moment the train unexpectedly backed up and caught his head between the cars. It was found a projecting bolt had penetrated his skull. Medical aid was secured and a special train was arranged for, which brought our dear Brother to Toronto, and he was conveyed without delay to the hospital. During the afternoon an operation was performed and a fragment of bone the size of a silver dollar was removed. Every effort that medical skill could devise was put forth to save life, but all was unavailing, and our dear beloved Brother passed away; never having regained consciousness. The deceased had been in the employ of the G. T. Ry. for twenty-seven years.

Toronto, Can.

W. J. GRAY.

### Editor Railway Conductor:

On Sunday, August 11, accompanied by Brothers Bob McDonald and Heitzmann, I attended a clam bake at Port Chester, given by the men employed in train service on the New York, New Haven & Hartford. We were escorted there (or, in the language of the Bowery, we were steered up agin the game) by Brothers Lewis and Wicks, of No. 54, who never left us, not for one minute, until our money and jewelry was all gone. By the way, Wicks went on his vacation next day, so did Heitzes' watch and chain, also my shirt stud; but if he tries to soak them when he gets broke he will kick himself for not having had them tested before hand. But the bake was the best I ever ate, and I came away feeling perfectly satisfied with everything but the watermelons; they looked good, but so long as my old friends John Harris and Charley Roscoe were next to the coon that dispensed the heavenly fruit—well, it was all a dream; I thought I had some, but I didn't. We looked for Boston George Smith, but Bob McDonald said that George had affiliated with the Sky Pilots, who had assigned George to one of the life-saving crews up in the Catskill Mountains. More power to ye, Smithy, may your shadow never grow less and

may ye run up agin many good things like we did at Port Chester. My old friend, Brother J. J. Armstrong, of San Antonio No. 76, intended to go with us to the bake, but missed the train on account of too much rest. I must tell the truth, his wife wouldn't let him go. Now he is going around town trying to sell the extra large-size vest he bought for the occasion.

I wish the readers of THE CONDUCTOR could have been at Division 54's meeting last Sunday at the initiation of Brothers Dunn, Fowler, Keeton, Shute, Taylor, Comstock, Manwaring, Vincent, and Choates, from the New York & New Haven system, and I know they would feel proud to see such men as these, also Brothers George Butterfield, Lockwood, Jenkins, Stocker, Underhill and Hyde, who were initiated some time ago. Too much praise cannot be given to Brothers Chas. Hardy, Smith Warner, Frank Lewis, and Wicks, and last, but not least by any means, Brother Chas. Gillespie, whose efforts have brought such good men into the O. R. C.

Brother Wallace, Chief Conductor of Division 50; Brother C. S. Bringham, S. and T., and Brother John Britt, of No. 50, also Brothers Wm. Fitzgibon, Sam'l Elsworth, Frank Lacy, Chas. Vaughn and Wm. Flanagan, of Division 317, of New Haven, who not only waived jurisdiction on two of the candidates, but in addition to this brotherly courtesy they came all the way to No. 54's meeting room here in New York City to lend a helping hand at their initiation, after which, in good of the Order, we all engaged in a taffy-throwing match. The visiting Brothers praised our Chief Conductor and his lieutenants, then Brother Cameron threw gum-drops at the visitors awhile till we heard the jingle bell from down stairs, where we all went and took a little suthin' with.

New York City, N. Y.

PASSTHEVINEGAR.

### Editor Railway Conductor:

My first visit to Richmond was in April, 1862, previous to, and while the Confederates were massing their forces for the famous seven days' battle, a historical period that has few if any equals. I recall with diffidence that bright Sunday morning marching down Main street as an auxiliary to the drum corps of the 3rd N. C. Volunteers, an adjunct to the finest army that ever responded to the tap of drum or bugle call. I was on the sunny side of twelve years of age and very petit, too short to step with the drum. I remember some of the many things of that day as if a dream. I recollect the dazzling array of lovely women that literally filled the street, allowing barely room for the column to pass, the display of ribbons and laces was something to behold in those days of simplicity. After repeatedly stumbling over myself in my efforts to keep step, and in our confusion a miss of a few summers presented me with a beautiful rose, then my confusion knew no bounds, and I wilted, but the rose remained fresh and maintained composure. I looked at the fair donor, and as our eyes met I raised my cap and smiled. She was as red as the rose she had given. I made no further efforts to keep step as I passed on and out of sight, never again to meet. I often wondered if she remembered the circumstance of that occasion. We were often in the city after the Federals failed in



their efforts, and were constantly on the streets to see what was to be the next turn of the kaleidoscope. The most impressive occurrence was the marching of the prisoners through the streets, and particularly were we impressed when the Pennsylvania Buck-tails made their appearance, for each wore in his cap a buck-tail, and every fifty or seventy-five yards was a four-horse wagon with our boys seated on the side holding the captured banners. We thought the entire Federal army had been captured. The situation was inspiring, and I caught the inspiration and went wild with exultation and the belief that our flag was supreme. As if yesterday do we recall the newsboys' exclamations of "extra," "Dispatch," "Examiner," "Whigs," "Enquirer." That is when we were initiated as a newsboy and it served us well in after years, for it formed a foundation upon which we built later. Our freedom was grand, but of short duration, for we soon started to Washington via Sharpsburg. I have a dream-like feeling of many things that occurred on that memorable march, but there is no dream in the feeling and narrow escape I made when an old lady chased me through a wheat field with a pole over my head, and but for her skirts she would have impressed us more forceably than we would have relished. My second trip was twenty-four years later, when I returned as a conductor of a passenger train, to find that the city had outgrown my recollection. The old fields of 1862 were streets in 1886. My only land marks were the market, the bridge connecting the Exchange and Ballard Houses, the Capitol and Chimboraza Park, which was formerly a hospital. Lovely Richmond, the flower of southern cities, in which we learned to love a cause that will forever slumber, but will never die. Unless one has experienced the feeling he can form no adequate conception of the condition of one who has never run a passenger train, and in a territory that was new, with crowded coaches, for our people were visiting Washington to see President Cleveland inaugurated, he being the first democratic president since Jas. Buchanan. We were associated in those days with Conductors Cutts, Border, Browning, Fillyaw, Jesse and Ennett Scott, four of whom have passed to their long reward. Poor Jesse Scott died in South America, where he went to accept a similar position, and while in the prime of manhood was stricken with fever and died in a strange land and among strangers. We recall with pleasure his genial, handsome face and rollicking disposition, and few, if any, had more friends.

Our Division is making some progress, although we are working among immunes, we occasionally draw one from the ranks of our adversary, the "Florence Platform Division," which holds meetings morning, noon and night at the same old stand and is presided over by Chairman Bill Cole, who wields a gavel with the force of a Hercules, and his power is sowed broadcast over the entire field radiating from Florence. If he could be induced to divide his power and share it with Division 271 he would extend a hand that would be readily grasped by all loyal Brothers of the O. R. C. Brothers Cox and Turbeville are doing good missionary work, and later will see the fruits of their labors. Brother Joe Howell has been resus-

citated and has actually taken the field, and is an artist of superlative degree. He reaches those that are too high for the ordinary Brother. We hoped to be able to chronicle something in the form of an effort on the part of Brother Hill, but as yet nothing has developed. He, contrary to Brother Howell, is so short and stout that the least exertion fatigues him and he puffs. We hope he does not anticipate apoplexy, particularly as the Coast Line physicians ridicule the idea. If the promises of our Brothers amount to anything we will have a rousing meeting on the twenty-fifth, and if we do it will afford us pleasure to chronicle the same. The past month the crop prospect has materially improved and our farmers are accordingly delighted.

LA FAYETTE.

Wilmington, N. C.



#### Editor Railway Conductor:

The summer is almost a thing of the past and you have heard nothing from the chief pencil pusher of Division 85 away out here in the land of sunshine minus the flowers. Everything is running about the same as of old. We now have a new trainmaster—Mr. E. J. Gibson—who, so far has shown himself to be "all wool and a yard wide." Some dissatisfaction is cropping out among the men on account of the way the passenger divisions are split up, and lay it all to little "Rublets" (Skinner), as it places Tidy Hill back on second division on his little red caboose behind the train and gave Burke a regular passenger run west of Winslow and also placed old man Carter on passenger west of Winslow. We have plenty of changes here as usual; some complain of hard work, some of high living and others of the poor booze and consequently we are constantly coming in contact with new and strange faces. We had the pleasure of taking into Division 85 a few days ago, a member whom we now call Brother Martz who came here about a year ago from somewhere in the east and he is O. K. Brother George Waldron, who lost out here some two years ago and went to old Mexico and lost his health, is now in the hospital in Los Angeles, Cal., and Division 85 is caring for his wants.

"PA."

Winslow, Ariz.



#### Editor Railway Conductor:

Since my last letter to THE CONDUCTOR we have lost one of our members, M. R. Potter. The meetings of No. 52 were well attended during July and August. We only had one meeting a month during the heated term and the boys got out in good numbers.

Several changes have taken place in the runs of the boys: M. Conway has changed his run from Waldwick to Suffen, and the Suffen Independent states that he came to Suffen like a Vanderbilt or Gould—he had Saratoga trunks and dress suit cases by wagon load. Jake Voorhis has returned from his trip to Canada and resumed his old run and is read (?) to trim. It was a sad turn for him. He went away in good spirits, general hand-shaking and rear-end good byes when leaving Waldwick. Letters came back telling of his safe arrival in Victoria Domain, but alas! how soon forgotten! He looked for a return letter, but this

was the letter that never came. Jake now says he cannot say women, lovely women with good grace. Brother L. W. Baxter has taken a trip across the continent and viewed the oil fields of California. Lew speaks in glowing terms of the wealth that is centered in the sand of the Pacific Coast. Lew beat all records across the continent. Nellie Bly and Fitz Morris' record is in the shade. Brothers Decker and Gordon have been laying off for the last ten days. They are considered the horsemen of the conductors' room. Brother Decker has acted as judge on different occasions and Gordon has handled the ribbons of some of the noted trotters of ——— Co. Brother Boughen says one race in particular. "John" came back to Suffen, and Boots, being anxious as to John's welfare, says, "Jack, how did you make out?" He says, "I came in third." He naturally asked how many horses in the field? Jack says three.

Brother Van Dugen has gone to Buffalo to take in the sights at Pan-American and Niagara Falls. Jake has left all his interests in charge of Foxey; he feels certain they will be attended to in good shape. Brother Tim Welsh has been appointed instructor of passenger department. This is a well merited appointment. His long service, his close application to company's business, his even temper with traveling public when conductor, caused the officials to place him in this position, and all the boys hope he will go higher. NAYR.

Port Jervis, N. Y.



Editor Railway Conductor:

I suppose I must pen a few lines for the benefit of Boston Division 122 to show the Brothers what I am doing. Accompanied by my wife last Sunday, we took a walk through the common. I noticed quite a large gathering down in one corner and we decided to go and see what was up. It proved to be a socialist meeting and Brother Coyne, P. C. C. of Division 122, was upon a box laying it down in good shape, and P. Carr, of the B. A. R. R., stood right near him holding Brother Coyne's umbrella and hat, keeping eyes on the police. Brother Coyne's ideas were elegant, and he received many encores. THE CONDUCTOR would be largely sought for if his speech could have been forwarded to the editor. Brother Egan has just returned from the provinces, and had a good time. He says the boys at Moncton are all right. They entertained him and his estimable wife all right. The many Brothers who attended the clam bake of the Warwick Club, by invitation, speak very nicely of the good time they had and the many courtesies they received. No intoxicants were allowed on the ground, and made it still better, as there were no big heads Monday morning. Brother H. Daniels is anticipating an ocean voyage to Nahant and the Brothers are waiting to give him a great send off with a band and fireworks when he starts. Brothers Drown and Pond have negotiated for the Norwood band. Brother Wilson is on one of the Norwood trains and he likes his run very much, but his wife, Angus McLeod, who broke on the Pro. division for O'Rourke, keeps him awake nights telling his stories, which are amusing to hear in the Division room when he attends, as he is a royal, good story-teller—always up-to-date.

We have seven hundred and fifty trains a day,

besides all trains come in empty and go out loaded, and come in loaded and go back out empty, so it makes about twenty-one hundred trains a day. Delegate from 36, please take notice and read this, and if you doubt, please correspond with Mr. J. C. Sanborn, superintendent Boston Terminal, for full particulars, which can be had of him. We are glad to hear that a good many of the old timers on the New Haven have seen their folly and are coming back into the ranks, where they were before. Division 54 is doing good work. We have four candidates for the next meeting and expect to have a big meeting, as business of importance is to be transacted. Some laws in our by-laws will have to be changed on account of grand sessions.

Brother Clifford took some of the Brothers out in steam launch the other day and they went down to see the steamer Halifax, that was sunk, of the Yarmouth line. Brother T. Mulcahy, of Division 157, went too and, they had some fruit with them, and the salt air gave Tom quite an appetite. He partook of so much fruit that the first they knew, Tom was up forward of the boat trying to heave up the anchor or the fruit. After a while he came back and complained that something was growing in his stomach. Never mind, we won't tell the Cohasset people about it. Brother A. McLeod made one trip in his lifetime on a train that he did not ride on top of a box car. He was out the other day at Readville races and he came home on a passenger train with a nice roll. He was wishing Brother White, his old chum, was around so he could give him a tip. Brother White has gone to Mexico again and we wish him success on his trip. Brother McLeod would like to hear how he is getting along as soon as convenient.

Boston, Mass.

AUTOMOBILE.



Editor Railway Conductor:

It is with some misgivings that, after my long membership in the Order, for the first time I attempt to write to THE CONDUCTOR about the doings in our part of the country, and, if I had not been reminded of the fact by my good Brother Evans, of Ft. Wayne, I should probably still have remained silent. Our Division, 257, located at Caldwell, Kas., is in good condition, on account of the extreme heavy business both in passenger and freight service. It has been useless to attempt to hold meetings, but we keep up our missionary work on the outside and the good work still goes on. The enormous travel to the new country just opened by the government has passed all precedents and the Rock Island west of the Missouri River holds the banner for handling more people, with the largest earnings of any railroad in the world for the same length of time. And what makes it feel more pleasant, after working so hard, was the general manager personally congratulated the boys on their work. We have got quite a number of new conductors working here who have not affiliated with us yet, but they will do so as soon as they can. Our secretary, Brother Wilkerson, I am sorry to say, is in the hospital at Wichita, Kas., for paralysis of the lower bowels. We hope he may soon recover and resume his run again. All the rest of the boys are well and are putting in good time.

I will pass on, with a few comments, as it seems

to be the prevailing idea with correspondents of THE CONDUCTOR. Some say what we want is a correspondent of the Nye order to make us laugh and grow fat; others, of a more serious turn of mind, want something on the heavy order. In my own judgment it is pretty hard to tell what we do want that would please the entire body of conductors. Some think one thing is the proper one, and he advocates it to the best of his ability, only to be knocked out by more forcible argument. This is what we hold our conventions for, to bring out thoughts of members from all parts of the country. At St. Paul I was very much pleased to see that everyone had an opportunity to express himself on every subject before the house, under the careful guidance of our beloved G. C. C. The weak as well as the strong were duly recognized, and a careful consideration given to all utterances. It was a great meeting. The flood gates of love, charity and fraternity were thrown wide open, and now that you have got them open, do not shut them. Keep up the good work of progression and it will redound to you in the future, if not on this earth, in the next world a hundred fold. I saw old men who were hard and grizzled in the life of railroading get up and talk on questions of justice that came up, and their hearts were so filled with emotion they broke down and could not proceed. This is love! My heart goes out to these! Brothers and I say, God bless you; good and faithful servant. It is impressed in my memory and never will be forgotten. Let us have some more of this spirit of fairness in our daily walks of life, and when we go to Pittsburg we will still have a better convention than at St. Paul. My hobby is to make better conductors. The convention at St. Paul did not take the same view as I did, still I yield cheerfully, but I shall come again, and I hope pre pared to show that I am right.

The Brother who signs himself LaFayette takes exceptions to the cost of discussing the political question at St. Paul. To my mind it was one among the few things that expense was or should not be any object. The discussion brought out points and facts never thought of, and sent the Brothers home satisfied, so they could make an intelligent report to their Divisions. But what beats me is how "Laffey," who has been dead for over one hundred years, knows all about the Farmers' Alliance and the shortcomings of the people of today. "Laffey," you are a good writer; don't hide yourself under a nom de plume. I was very much impressed with the article by J. T. Welch in the Railway Employee. Boys, if you have not read it, look it up. The big strike is on. Shall organized labor win or shall it lose and take a back seat that will take years of hard work to re-establish. To my mind it will be the hardest blow ever given all classes of organized labor if they should be so unfortunate as to lose in this struggle. The movement of monopolies is consolidation and extermination. It seems strange to me, who have watched the moral advancement of conductors for twenty-five years and have seen the improvements made and the better service rendered (and the greatest part can be attributed to the O. R. C.) why they should, under these conditions, many of them contend against us. I cannot see through it from a business standpoint. But it is a fact that each

day that passes makes it harder to attain recognition as an organized labor man. I think I know, but am not able fully to express my views. The future only will show if organized labor shall stand as a monument for good, or fall on account of the luke-warmness of the members.

I hope, if all's well, to meet many of my friends and Brother conductors at Pittsburg. Let us join in making it the grandest meeting of all!

Topeka, Kans.

W. H. THOMAS.

3

Editor Railway Conductor:

Say, Brothers, you'd better read this letter, for nearly all the last month's writers to THE CONDUCTOR get a touch-up. If you don't see what you want, call for it. "Flat Wheel" didn't draw any farm in Oklahoma, but he's saving up his dimes to buy one up east in Greene county. Brother J. S. Hensy and wife have returned from Atlantic City. We are glad to note that Mrs. Hensy is much improved from the trip. Brother A. B. Ragsdal and wife made a flying trip to Charleston, S. C. Brother Jack Shriver and family are visiting home folks in Middle Tennessee. Brothers S. D. Hann and H. H. Tittsworth are back on their runs after a few days' rest. Brother John Moore says Brother Tittsworth stopped off to take the baby up home to show it. Brother F. S. Cantwell took a good long rest from his good long run, but is at work now. Brother Tom Murphy, on the opposite run, has also taken a rest. Brother Frozier, of Ashville Division, we learn, is improving from his recent illness and we hope to see him out soon. Brother W. H. William has moved to Salisbury and says he won't swap the 35 and 36 run for any of them. Brother C. T. Baylor and wife are making Asheville, N. C., their temporary home. Brother Richard J. Yearwood has been very ill at New Orleans. We do hope and pray he may soon recover and return to his home in East Tennessee. Mrs. Y. has gone to nurse him and we hope she will be rewarded by his ability to soon return with her.

One of the most successful social affairs of the Ladies Auxiliary was given by Mrs. Jas. F. Lowe, Thursday night at their home. Ice cream, water melon and grapes—all for 10 cents. Everyone enjoyed himself in a most delightful time.

We have exceptions to our advocating short letters, and one of them is, let us have long letters from the ladies, if they are all so interesting as that of Sister Cole, of Concord. Her catching way of telling about her trip to the Grand Division and how she appreciated the kindness of officials and conductors is enough to entice all our ladies from their homes to see the world. Sister, with the long name, from Harrisburg, Pa., we like your letter ever so much, but it does seem sometimes that there is not a sufficient supply of the oil of courtesy, or that the few must furnish for all the vast army of users of the element. Brother LaFayette, of Wilmington, N. C., shows very clearly that he has tilled the soil by his graphic account of the Farmers' Alliance and its numerous troubles. You're right, Brother, but there's one thing you are wrong about, and that's in having only one meeting per month. Why, bless you, if we had all four of our Monday morning meetings of Division 139 thrown together we'd be

forced to stay away into the night. It's two to four hours every Monday with us and not a minute of time lost at that figure, either. We get better attendance and better interest generally from frequent meetings. Brother P. R. R. of Pennsylvania, you seem worried about your annual passes not reading for "the family" and want something extra for your extra work. Now, I suggest you confer with Brother Scott, of Jamaica, N. Y., and see if something like his half-holiday Saturday wouldn't be a good thing for you. Brother Automobile, of Boston, you are surely joking about wanting and needing a Grand Officer to stay in Boston and see that your committee does its duty and to get new members for you and to tell people what the Order is for, etc., etc. Brother, we'd suggest that if your Division has gone to sleep, as you seem to indicate, that it be moved to a shady place and enclosed by a stone wall. Take meals by means of a balloon and thereby avoid the necessity of keeping a Grand Officer constantly on hand. Besides, Brother C. D. Baker would object to being tied down in Boston, as he is too progressive and loves the whole Order too well to "just drive up" and hitch to the gate-post of any one Division. We know Brother C. D. Baker well, and will say there is no better man in the Order than this same C. D. B., and we agree with you that he's qualified for the position referred to, but we rigidly object to his being gobbled up by Boston O. R. C. people only.

Well, did you see Brother B. F. Osborn's letter? He actually wrote about a picnic this time, and didn't mention home. Come along, Brother O.; don't swell up. Let's have some more good letters away from "home." Brother Pumphrey, your letter was short, but good. Come, let's have lots more from you. In reading your former letters I never thought of you as a civil war vet. May the old men stay long with us, we need their counsel. Brother G. H. Baily, of West Virginia, you said much in a little space. Don't play out and not write at all. Brother Rankin, of West Virginia, you'd better send for your C. C. and Secretary to come home, or act in their stead yourself. We never lose any sleep over our absent officers, though no doubt yours are good officers and you want to keep them. Brother Herriott, of Chattanooga, we agree with you that we who carry certificates in Mutual Benefit Department are paying out something which will probably never benefit us much, but it is only a plain duty to maintain our dignity as an Order—promising to help and assist in any way possible, and then it is a pretty fair disposition of a question which has given the Order more annoyance than any other one question since the establishment of the Benefit Department, and even before that time. Brother Gilbert, of Charleston, S. C., the force of your letter indicates that you are not the representative of that animal with which you claim kinship. We know you—you're slow, but sure. Brother W. F. E., of New Albany, Ind., success to you in your hospital venture. We'll go over our list, and if we find you bought a ticket to our hospital fund we'll see that you get a remittance from Division 139 immediately. Our Denver correspondent must have gotten coupled up to that string of shanties again, with even worse results than before. Yours for short letters.

Knoxville, Tenn.

DUPLEX.

## Editor Railway Conductor:

Following is a summary of receipts for the Home, month ending August 31, 1901:

O. R. C. DIVISIONS.			
NO.	AMT.	NO.	AMT.
14.....	\$12 00	202.....	\$ 5 00
44.....	10 00		
Total.....			\$27 00
B. of R. T. Lodges.....			35 90
B. of L. E. Divisions.....			50 00
L. A. to O. R. C.....			12 00
L. A. to B. R. T.....			7 00

## MISCELLANEOUS.

Contribution of the proceeds of ball, given under the auspices of the B. of L. F. of Cook county, Illinois, February 28, 1901, presented by Geo. Goding, chairman of the committee.....	2015 06
Contribution by L. A. to B. R. T. No. 18.....	7 00
Sold two rides from home ticket.....	52
Proceeds of picnic given by G. I. A., Aug. 29.....	36 15
Refunded on coal bill, invoice 364.....	5 00

## PERSONAL.

E. S. Lowther, contribution of.....	3 00
Box of books by Anna Nethercot, Austin, Ill.....	

Grand total.....\$2191 63

Respectfully submitted,

MRS. T. B. WATSON.

Highland Park, Ill. S. & T. R. R. Men's Home.



## Editor Railway Conductor:

I left my home in February for Cripple Creek and Central City, Colorado, where I have some mining interests. Came back through Illinois and Missouri, where I spent some time prospecting for lead, zinc and baryta, successfully. Then I journeyed east through New Jersey and the eastern states to the northern part of Maine to secure options on timber and mineral lands. These business matters have occupied my time to the exclusion of letters to the Fraternal Department of THE CONDUCTOR, I take this occasion to express my thanks to the Brothers who managed to find a few minutes' time from the duties of conductor to entertain and make the trip pleasant as possible under the circumstances while enroute. Brother W. H. Kieran, Wabash Ry., Division 74, O. R. C.; F. M. Beardsly, with Tal. St. L. & W., Frankfort, Ind.; W. H. Budd, Chicago Junction; C. E. Coyne, Boston, Mass.; J. C. Smith, Pittsburg; General Hathaway, Maine Central; F. H. Jewell, Wash County Railroad, Maine, who says he is going to quit those two streaks of rust and rotten ties and go out to San Francisco, Cal., and strike his good old fat friend M. G. Pumphrey for what Hot Tamales calls a "pig-header," look'er-over" or "oil-round" job; N. Y. Homes, P. R. R.; Chas. B. Snyder, Division 143; Geo. E. Vance, Division 114. These Pennsylvania conductors won't do a thing to you when once they get you landed in the smoky cities at next convention. The Kisskinineus Guakenheimer cure for snake-bite will make my old friend Veritas, of Kentucky Bourbon renowned, think he has a bottle of red pop when he comes to sample this buckwheat brand.

I am pleased to see so many new correspondents to the Fraternal Department. I am inclined to think that it is a good thing to have some of us old fogies take a rest occasionally and give some of the young conductors a chance to develop the gray matter of the brain, with which they are so liberally endowed. I have failed to notice any

very urgent appeal for my return to the family of correspondents, which only goes to show of how very little consequence any one single individual is: how quickly he is entirely forgotten. Like our good old Friend Jose Gross, whose last article I remember to have read December, 1900. How many of you conductors ever wrote him an acknowledgment for the pleasure and benefit derived from reading his articles in THE CONDUCTOR? Probably not one. The attempt to write or preach the majority of conductors into a closer bond of brotherhood seems to be an almost hopeless task. The prevailing sentiment seems to be to do up the other fellow before he gets a chance to do you. I venture the assertion that not one-half the members of the O. R. C. can truthfully say they are living up to the constitution and by-laws of the Order. Why? Just ask yourselves that question. Ponder it seriously, and settle it satisfactorily to your own conscience and you will not only benefit yourselves but your Brother conductors by your examples. What's that you say? An old crank? Perhaps, but 5,000 miles' travel over seven states recently has shown up some queer characters, of whom more anon.

Titusville, Pa. CAPT. GEO. W. BARBER, SR.



#### Editor Railway Conductor:

The August number of THE CONDUCTOR is at hand and has been read with pleasure from start to finish. I have noted the pleasant stories and other comments and the letters from Brothers of the different parts of the country—some pleasant, some sad, (the obituary.) No issue of our monthly CONDUCTOR appears but that some Brother writes from some corner of this, the greatest country on the globe, that some Brother has been suddenly called from our ranks to eternity, and adds this sorrowful intelligence, (and very frequently) that he failed to take out insurance, or had forfeited the same, leaving his family in destitute circumstances. Why do Brothers drop, or why do they not take out insurance? Is it because they do not love their little family? No, it is only neglect. Then is not the Brother unfaithful to his duty to his loved ones? Brothers, just think of those loved ones before you are suddenly called to cross the bridge that will be swung between you and them that will be left without protection, and who will battle for life without that aid that they were so justly entitled to. Should a Brother be in need of assistance and makes his wants known, who is the Brother that would forget his obligation? Brothers, do you not often hear the words, "do you know of any Brother or member of a Brother's family sick or in need of assistance?" No man is justified to let false modesty stand in his way by keeping silent. Brothers, do you ever think of the earnest necessity of your being present at our Division meetings? Would you sit quietly in any other branch of business and allow strangers to spend your money and transact your business and feel assured that it would at all times be done to your best interest? I think with a little candid consideration your answer would be no; then why do you not take interest enough in the meetings of your Division to give your presence at least once a month? There is nothing so encouraging to the

office holders and the working members of a Division as to see the sides of our hall lined with members of the Order. I have noticed very often questions that arise in our Division room which are of vital importance to every member of the Order. I too, often notice when some Brother makes a motion, which should be seriously considered, a disposition on the part of the Brother to at once vote in favor of the question without ever giving it a thought, whether it be a justice or an injustice to themselves or to the Order, and very often after such matter has passed favorably before the Division and some of the Brothers who never attend hear of it they at once commence to kick and find fault with everyone who was there, and not only those who were not there kick. I have heard members who were present when such things occurred, afterwards find fault with the action taken. Now, Brothers, is this justice to you, to your Division or to the Grand Division of our Order? Let us wake up to the true sense of the duties which we owe to ourselves and to our Order, and be at all times not only ready, but anxious to go to our Division meetings and take the same interest in them that we would in any other business that we have money invested in.

Brothers, remember that today you are full of health and life and manly vigor. On meeting days I note quite a number of you are registered absent, and at the same time are in the city. What can be said or done to influence or convince you that you are neglecting your duty? Were you to be suddenly maimed for life or stricken with some deadly malady, and the Division would neglect to give you proper care and attention the English vocabulary would not contain words suitable with which you would censure the Brothers for their carelessness. A very ready excuse to offer for non-attendance is, that you are home so little that you do not propose to neglect your family to attend meetings. Well, this is never expected, for he who is not a good father and a true man cannot be an upright member of the Order. Brother bachelors, what is your excuse? Bear in mind as you journey along life's rugged pathway that there are duties you owe others as well as your family. To be sure, they should receive the largest share of your attention and devotion, yet, with a little practice and economy, you will be able to discover when you have many spare moments that could be profitably devoted to helping others. The person who gets offended because a creditor makes a reasonable effort to collect what is morally and legally due him is not a person entitled to a reputation for honesty.

On July 18 Brother Sheppard, our Grand Junior Conductor, and a walking dictionary, gave us a very pleasant call. A special meeting was called to order by Brother Sheppard, with five members present and seven others in the city not present. Brother Sheppard gave us a good talk, and before the meeting was over I had my mind made up that we were somewhat out of line. Come again, Brother Sheppard. We are always glad to meet good people.

Brother A. S. Wilkins took unto himself a very pretty fair sex to continue his life's journey with. Brother V. D. Singer has taken the same step, success to them.

Huntington yards switch engine was outside of yard limits with no flag out, Brother T. Bailly in charge of a coke train came around curve east of Huntington and put the engine into clear. Some of the Brothers are making a little extra money on the Sunday excursions at passenger pay, which calls for freight pay. Brother Howard Folk is laying off at present and will be a little surprised when he returns and finds his local run has a bigger appetite for tonnage. Brother T. E. Day is handling the tickets in J. M. Sewell's place for a few days. Brother Cap Cramer is laying off for a few days. Brother Geo. Lovell is laying off at present and has gone to his farm. Geo. and his tenant start to the city with a load of wheat; they come to a hill, where they are stalled with the load. Geo. says we will double; his tenant, not onto the move, asks how. Geo. says, "take half of the team to the top of the hill and the other horse will pull the other part of the load." His tenant has cut the expenses on the farm by increasing the tonnage on one horse, the other horse went on the extra list for a while, but business was too slow for him, so he had to quit. Poor horse, he is past the age limit. (Now here is where I will get taken by the neck, Ha, ha! that goes with the office.) Success to all.

Huntington, Ind.

G. B. M. SEWELL.



#### Editor Railway Conductor:

The journal is before me and I have been reading the various letters, especially those from the ladies. I must say they look to me just like they have some good news. I am positive they have, because our last Grand Division did some good work, especially in passing my pension law. Do you remember some five years ago when a Brother from away down in Maine asked this question, "What shall we do for the old and disabled conductor?" By referring back to THE CONDUCTOR, find my letter saying, "pay him a pension," and I have been crying aloud to the readers of THE CONDUCTOR ever since, "don't buy a farm or build a home, but pay the old Brother a pension and let him stay at home and enjoy some of the money his dear old wife has deprived herself of by paying the old man's assessments, that they may live in their old home together until the Supreme Conductor asks them to make their last run across the dark valley and register in that beautiful beyond."

Division 115 feels very proud of her delegate and the good report he brought back, giving us a complete and correct account of each day's doings. If it was business or pleasure he had it all ready in his report. Division 115 never had a better statement than was made by our delegate, A. B. Murray, and I might say it did not cost only one-half as much as others have charged, because Mrs. Murray was along, and of course there were no wine dinners or carriages used and a big bill sent in for the Division to pay. I went over to Tiburon last Sunday to see some of the Brothers. I found Brother Hunter tearing around getting trains out. He only had time to say "how do." Then I thought I would speak to Brother Crawford, but he was making a home run and started for San Rafael and he yelled all aboard. I supposed he meant me, so got on and went to San Rafael. I found these people too busy, so I hired an auto and walked over

to the narrow gauge. That is Brother Ed Shoe maker's road—or it should be, because Brother Ed has been here so long. If he had only taken a tumble he might have owned the bakery by this time. Well, on the North Pacific Narrow Gauge I found them all at work. When I say all, I mean Brothers Ed Shoemaker, superintendent, and conductors Chas. D. Phelps, A. B. Murray, W. W. Brown, Jack Brady, W. R. Mundell, J. P. Kenney and J. B. Brady, all members of Division 115. My comrade, T. L. Schuck, belongs there, but had to resign on account of his eyesight failing—nine conductors, all O. R. C. men; that is a good showing for a small road. Brother T. J. Hunt, from the South Pacific Coast, came over and paid me a visit and says all the boys are happy. I called on Mrs. J. E. Dillon a few days ago and found her well and in as good spirits as one could be under the circumstances. Words fail her in attempting to express her heartfelt thanks to the members of the Order of Railway Conductors, and especially to Brothers W. P. Durbin and W. J. Maxwell in duties as officers for their promptness in passing on her husband's claim and forwarding the amount, \$3,000, so promptly.

San Francisco, Cal. MILTON G. PUMPHREY.



#### Editor Railway Conductor:

As Division 157 at last election of officers had so much business on hand that they forgot to re-elect our regular correspondent, and apparently he feels the slight, as we have not had the pleasure of reading the classical writings he used to favor us with; but with all of Brother Smith's faults we love him still, or otherwise. Now it seems to me, with the membership that 157 has (about 240) that we ought to be able to get a correspondent that would give the Brothers in the east something to read and ponder over why they joined the O. R. C. I am afraid if they did in Division 157 as correspondent of Division 303 says they do that there would not be any use to start a new Division in Boston. Probably only about one-fourth of the members of 157 are aware of the fact. It will certainly hurt 157 for so many of the good Brothers to withdraw to go into the new Division, for it will take some of the Brothers that are able to get upon the floor and give us a nice speech, and also rest on some of the Brothers in such a way that we cannot get offended. I have been sat on myself, and if by any chance someone learns who wrote this, shall probably be again. I hope the Brothers will pardon me for attempting to write to THE CONDUCTOR, and I should probably never have attempted it, but that is the only way the most of the Brothers get their information. They never get it in the Division. I am afraid if Division 157 splits up we shall have to do as the Good Cheer Club does—have our meetings in some of the Brother's homes. We open usually with about 25 in attendance, but at time of close it has dwindled down to about 10, and a large majority of them are B. & M. Brothers, so if, as I said, we should be split, where would we be at?

On account of the hot weather we are taking a vacation this summer. We voted to not hold meetings during July and August. Some of the Brothers thought the O. R. C. had busted up, but I guess nit—not as long as we have a set of officers at the head as good as we have now. It would have



made some of the stay-at-homes open their eyes if they could have been in Division meeting when our delegate made his report and was complimented as having made the best report as a delegate that had ever been made in Division 157, and we have had some very good ones before. I am very glad to see the O. R. C. has woke up to the fact that we have some old and disabled Brothers whom it is our duty to look out for and that they have made a good move in providing a reserve fund. Last meeting of the Grand Division was certainly the most productive for the good of the Order of any previous meetings to my knowledge. So ante up Brothers, and look smiling.

Don't forget that election of officers this year comes in November instead of December as heretofore. Come around, Brothers, at nomination of officers in October and help select the best Brothers for office, and don't forget to come to next regular meeting in September, as there will be business of great importance for your consideration. I wish 157 had an "Automobile" writer, don't you? as he does not write and try to fill up his readers on government ownership. What did I hear you say, Brother Coyne? X678.

Boston, Mass.

4

Editor Railway Conductor:

I have just been looking over THE CONDUCTOR of last month. I find it very interesting and worthy of every Brother's time to read. If we utilize our spare moments properly in application to something elevating we stop at the end of life's journey greatly benefited and far above the dust line of the usual haunt of life. Spencer, the author of the Spencerian system of writing, found himself at the age of 24 unable to write his own name. He saw his condition and immediately set about to use every spare moment in the art of writing, and thus we find him stopping at the end of life at the head, and the author of the most complete thesis and principles of penmanship this world ever produced. The theory that we are never too old to learn is very good.

We might learn a little about the city of Buffalo and the Pan-American, should we happen to be so unfortunate as not to get there, by observing and looking at the experience of those who have been there. From the number of passes and tickets that are daily being outlawed and the presenters ordered arrested would lead us to the conclusion that hands on your pocketbook is the watchword. I wonder if those members of the silent hand are making a mark or specialty of railroad men, as so few that go there on their passes come away with them? It may be that the railroad man is easy or careless that he is annoyed so by finding himself the victim of the stealthy, still hunter, but the result is his resolutions are better returning than they were going, and he is growing wiser. I may not get there. I feel myself growing old and do not want to take any hazardous risks. I want to

attend the Grand Division in 1903; I expect you all here. I want to show you a good time, and the rest of the Pittsburg fellows are anxious that you all come. Bear in mind Pittsburg is a great city—the industrial iron cradle of the world, and with its liberal, loving people its brawny hands are open wide to gather you in its arms. The congenial men and beautiful women will make you feel at home—come.

Brothers of our Division, a word or two to you: The election of new officers will very soon be your duty. See that you are on hand to do your part. I will simply announce that I am still the correspondent. I would like to have received your assistance in this work. I looked for it. Some of you promised it. It takes us all to reach all. Many things occur to you that you think ought to be in the journal. They never occur to anybody else. How do you think they will get there if you do not put them there? Some very interesting material might be developed from the stock of knowledge already on hand, but for the benefit of him who thinks he is the sole possessor of it I will not disturb his quietude. A word to the wise is sufficient. "A many a man is startled when he heareth no sound, but he that heareth the sound and is not startled, of him beware."

I am not a candidate for re-election as correspondent. I will cheerfully lend my assistance to my successor, and trust that you will fill the position with a good, active, original thinker such as you are yourself. I like that subject in THE CONDUCTOR of "Progressive Form of Questions and Answers." It is good. Good wishes for all and malice to none.

D. F. LANE.

Pittsburg, Pa.

4

Editor Railway Conductor:

We have had awful weather in this section of country for the past three weeks, raining almost every day. But the rain has not interfered with the growth of 148. We had one more victim last Sunday—Mr. C. Fullton—and I think will soon have one or two more. Brother J. M. Brown has just returned from a two weeks' visit at New Albany, where his wife has been quite sick. Our worthy Chief, I'm sorry to say, has been placed upon a run that does not permit his appearance at every meeting. Very glad to see the interest taken last meeting by the number of Brothers who were present. Brother Winston has been bedfast for the past month. Glad to know the doctor has some hope of his recovery. Brother General Yardmaster, Wheelock, gets considerable business on hand occasionally; two wrecks in 24 hours; still business seems to go on. Brother J. M. Brown met with a very painful accident by a car door falling off, breaking his left arm between the shoulder and elbow. Glad to know Brother Winston continues to improve. Business continues to be good. Expect a rush since the heavy rains have ceased.

Chattanooga, Tenn.

OPIE HERRIOTT.



## MUTUAL BENEFIT INSURANCE.

### *Change of Designation or Beneficiary.*

The distinction between the beneficiary orders and societies, and the regular life insurance companies nowhere appear more plainly than when we consider the rights of the beneficiary named in the certificate or policy. In a policy of life insurance the undertaking is with the assured and the stipulated sum is payable to him upon the contingency named—death of insured. Owing to the form of the contract the rights of the person to whom the insurance is to be paid becomes at once vested when the policy is delivered and cannot be altered or affected except by his consent. Consequently the assured cannot in any way control or dispose of the policy. The general rule is that a policy and the money to become due under it, belong the moment it is issued to the person or persons named in it as the beneficiary and that there is no power in the person procuring the insurance, by any act of his, by deed or by will, to transfer to any other person the interest of the person named. An irrevocable trust is created. On the other hand a member of a beneficiary organization has no property interest in the benefit, but only the naked power of designating someone to receive it. This designated recipient also has no property, nor vested rights, in the benefit, because his or her interest is contingent and uncertain, the power of the member to revoke the appointment and substitute a new beneficiary being specially reserved by the laws of the association, which laws enter into and form a part of the contract. The rights of the beneficiary are not fixed but depend upon the certificate and the rights of the member under the constitution and by-laws of the association.

Masonic Mut. Ben. Assn. vs. Burkhart, 110 Ind 192; Morley vs. North Western Aid Ass'n. Iowa 19 Fed. Rep. 228.

It is of course possible for an insurance policy to contain a power of substitution, or revocation of appointment, and also for the contract of a benefit society to stipulate unconditionally that the beneficiary shall not be changed. But such stipulations are unusual. A power to appoint includes in itself a power to revoke; and a power to do an act which can only be affected by an appointment, authorizes an appointment and therefore a revocation.

In a case arising in Massachusetts, where, in pursuance with an understanding with the mother of the insured, he took out a policy payable to her, but upon his subsequent marriage, surrendered it and received a new one payable to his wife, it was held that the mother's rights were not affected. The court said: "There appears to have been a full understanding between him and his mother that the policy was to be taken out for her benefit, and afterwards that it had been so done. This constituted a valid settlement in her favor. Nothing remained to be done by him to complete it. Even had he failed to pay the annual premiums this would not have prevented it from being a good trust. An unrevoked trust is valid, even though there is an express power of revocation. His mother might have continued the payments. Under these circumstances the assured could not legally surrender the policy without his mother's consent, and her rights were not affected by such surrender. This is the true rule concerning old line insurance and supported by authority.

144 Mass. 381.

On the other hand the present and accepted doctrine, now generally approved

by all the authorities, is that the beneficiary may be changed if the laws of the order or association so provide, or if, when such transfer is not prohibited by the laws of the society. The supreme court of New Hampshire recently held in *Barton vs. Association*, 63 N. H., 535, that from the nature of the power given members of benefit associations the right of its free exercise requires its continuance until death. The power of direction as to the object of the benefit is given to the member as a rule both in the by-laws and certificate and there is nothing in either tending to show that the power is to be exercised at the time of becoming a member, or that when exercised the power is exhausted and another beneficiary cannot be substituted. The power of selection is unlimited as to persons and is limited in time only by the death of the member. The power of appointment is the one thing in the contract which is given to the member, and over that power no other person has any control. The right of its free exercise requires its continuance until death.

*Assent of Beneficiary—Subsequent Law.*

A few of the earlier cases held that a designation could not be changed without the assent of the beneficiary. But the modern cases hold that a beneficiary is not a party to the contract and that a designation may be changed in accordance with the law adopted after the issue of the certificate when the law in force at the time of such issue required the assent of the first beneficiary.

16 R. I. 468; 137 Ill. 118; 91 Tenn. 214.

The right to change the beneficiary is not affected by the fact that the first beneficiary paid the assessments of the member and the change was made without his consent, or that possession of the certificate was obtained by fraud.

Pa. S. C. 11 Alt. R. 6; 109 Mo. 560.

It has also been held that when the laws of the society requires a surrender of a certificate before another will be issued designating another beneficiary, if a member does all within his power to surrender the certificate, and, if by reason of failure to do so on account of it being in the possession of the original beneficiary or destroyed or lost, a new certificate, with a new designation is valid. The

Indiana Court (111 Ind. 127) said the assured member had a right to change the beneficiary, provided he made the change in the manner provided in the contract. Other courts have gone further, and said that the law does not require impossibilities, and that if a member does everything within his power to make the change in accordance with the method prescribed, a change so made is valid.

THE MORAL VIEW.

There may or may not be valid objections to the "change of beneficiary" provision in a benefit certificate on legal grounds, according as the courts may decide, but the more recent objection seems to be raised on moral grounds. It is argued that the power to change the original beneficiary at will encourages divorces, because the insured is led to believe he can transfer his certificate to the woman supplying the first wife's place. We do not think there is much strength in this plea. The motives which govern divorce proceedings, whether justifiable or not, do not often center in the disposition to be made of a certificate of insurance. When a husband has just ground for divorce and gets the decree, the wife forfeits all wisely consideration, and the man should control the insurance on his life as if no wife had ever existed. Where a decree is obtained from a worthy wife by fraud or otherwise, not only is the decree liable to be set aside, but the rights of the divorced woman are sure to be safeguarded by the court. There may be exceptional cases where a wife may be wrongfully set aside and possibly the wrongful transfer of the certificate originally for her benefit be accomplished. The law might be so changed as to make it optional with an association so as to prevent the alienation of a certificate to an improper beneficiary. If there may be some hardships attending the power to change the beneficiary, there are a good many more and equally great hardships attending the absolute tying up of the certificate, as formerly issued. It is easy to find objections to any general rule applying to a large number of persons, but the possible hardships experienced by the few do not invalidate the benefits to the many.

# OFFICIAL CHANGES.

J. R. King has been appointed superintendent of the Vera Cruz & Pacific.

S. R. Kennedy has resigned as trainmaster of the Gulf Colorado & Santa Fe.

George B. Harper has been chosen president of the Frankfort & Cincinnati.

E. B. Gibson has been appointed trainmaster of the Santa Fe at Winslow, Ariz.

A. L. Myers has been chosen vice-president of the St. Lawrence & Adirondack.

Charles H. Tweed has been chosen president of the Houston & Texas Central.

Clark Haire has resigned as trainmaster of the Michigan Central at Jackson, Mich.

John L. Sullivan has been appointed general manager of the Manchester & Oneida.

W. E. Jeannot has resigned as superintendent of the Marinetto & Tomahawk-Western.

J. Fitzgerald has been appointed assistant trainmaster at Alleghany, Pa., for the Pennsylvania.

E. R. Russell has been appointed general superintendent of the Great Northern Railway of Canada.

G. W. Brady has resigned as assistant superintendent of the New York New Haven & Hartford.

Grant G. Schley has been chosen president of the Virginia Southwestern. Office at New York, N. Y.

J. M. Davis has been appointed superintendent of the Wyoming and Jefferson divisions of the Erie.

H. McK. Twombly has been elected a director and member of the executive committee of the Erie.

H. K. Brady has been appointed assistant trainmaster of the Pennsylvania Lines at Crestline, O.

J. B. Rhodes has resigned as superintendent of transportation of the Bellaire Zanesville & Cincinnati.

Geo. T. Slade has been appointed assistant general manager of the Erie, with headquarters at New York.

S. B. Zartman has been appointed assistant general manager of the St. Louis Caruthersville & Memphis.

John McGuire has been appointed superintendent of terminals of the Southern Pacific at New Orleans, La.

E. McCammon has been appointed trainmaster of the Gulf Colorado & Santa Fe. Office at Temple, Texas.

L. S. Robertson has resigned as superintendent of the Memphis Line division of the Louisville & Nashville.

G. T. Ross has been appointed general superintendent of the Montana Central. Headquarters at Helena, Mont.

J. D. Nicholson has been elected second vice-president of the Montour Railroad. Headquarters at Pittsburg, Pa.

H. N. Bartlett has been appointed superintendent of the Citadel division of the Great Northern of Canada.

W. H. Linton has been appointed trainmaster of the Louisville division of the Illinois Central at Louisville, Ky.

Geo. A. Coe has been appointed superintendent of the Susquehanna division of the Erie. Office at Elmira, N. Y.

Geo. M. Clarke has been appointed superintendent of the Asheville & Craggy Mountain Railway of North Carolina.

J. F. Hedden has been appointed assistant superintendent of the Central of New England. Office at Hartford, Conn.

W. L. Derr has been appointed superintendent of the New York division of the Erie. Headquarters at Jersey City, N. J.

F. G. Patterson has resigned as vice-president and general manager of the Pittsburg Johnstown Ebensburg & Eastern.

G. W. Hardin has been appointed superintendent of the East Tennessee & Western Carolina. Office at Cranberry, N. C.

S. M. Smith has been chosen president of the Maricopa & Phoenix & Salt River Valley. Headquarters at San Francisco, Calif.

G. J. Hartman has been appointed superintendent of the Louisiana division of

the Southern Pacific. Office at Houston, Texas.

W. L. Bisbee has been appointed trainmaster of the first division of the Houston & Texas Central. Office at Houston, Texas.

E. Ramsay has resigned as assistant general manager and chief engineer of the Tennessee Coal Iron & Railroad Company.

J. W. Wardrop has been appointed superintendent of freight terminals at New York for the New York New Haven & Hartford.

N. P. Baker has been appointed general superintendent of the Washington County Railroad. Headquarters at Calais, Me.

J. A. Everell has been appointed superintendent of the Montmorency and Ste. Anne divisions of the Great Northern of Canada.

Milton Knight has been elected second vice-president of the Wabash. Wells H. Blodgett has been elected third vice-president.

A. J. Davidson has been appointed general superintendent of the St. Louis & San Francisco. Headquarters at St. Louis, Mo.

J. H. Walters has been appointed general superintendent of the Florence & Cripple Creek. Headquarters at Florence, Colo.

J. P. Mann has been appointed trainmaster of the second division of the Houston & Texas Central. Office at Ennis, Texas.

R. J. Bootey has been appointed general superintendent of the Jamestown & Chautauqua. Headquarters at Jamestown, N. Y.

B. A. Worthington has been appointed superintendent of the Tucson division of the Southern Pacific. Headquarters at Tucson, Ariz.

J. C. Eggleston has been appointed trainmaster of the Choctaw division of the Missouri Kansas & Texas. Office at Denison, Texas.

S. Anderson has been appointed assistant division superintendent of the New York New Haven & Hartford. Office at Taunton, Mass.

Robert Peard has been appointed superintendent of the Brandon, Minnedosa, Yorktown and Souris sections. Office at Brandon, Minn.

James Manson has been appointed superintendent of the southwestern and Pembina sections and Winnipeg terminals. Headquarters at Winnipeg, Man.

J. M. Wash has been appointed trainmaster of the eastern division of the Choctaw Oklahoma & Gulf. Office at Little Rock, Ark.

J. A. Quinn has been appointed superintendent of the western division of the St. Louis & San Francisco. Headquarters at Joplin, Mo.

J. R. Kelley has been appointed trainmaster of the Cleveland division of the Cleveland Cincinnati Chicago & St. Louis. Office at Galion, O.

A. O'Hara has been appointed superintendent of the eastern division of the St. Louis & San Francisco. Headquarters at Springfield, Mo.

J. F. Maguire has been appointed assistant general superintendent of transportation of the Erie with headquarters at Jersey City, N. J.

W. H. Hill has been appointed assistant superintendent of the Dakota division of the Great Northern. Headquarters at Larimore, N. D.

A. H. Smith, general superintendent of the Lake Shore & Michigan Southern, has had his jurisdiction extended to cover the Lake Erie & Western.

J. R. Wheeler has been appointed superintendent of the Owensboro & Nashville division of the Louisville & Nashville. Office at Russellville, Ky.

H. S. Mitchell has been appointed superintendent of the northern division of the St. Louis & San Francisco. Headquarters at Ft. Scott, Kan.

E. A. James has been appointed superintendent of transportation of the western division of the Canadian Pacific. Headquarters at Winnipeg, Man.

C. H. Grundy has been appointed superintendent and traffic manager of the Marinette, Tomahawk & Western; headquarters at Tomahawk, Wis.

H. M. Fickinger has been appointed superintendent of the southern division of the St. Louis & San Francisco. Headquarters at Memphis, Tenn.

S. H. Barnes has been appointed superintendent of the western division of the Choctaw Oklahoma & Gulf; office at So. McAlester, I. T., vice E. C. Tomlinson, resigned.

Charles M. Hays has resigned as president of the Southern Pacific. Mr. Hays left the Grand Trunk and became president of the S. P. January 1st under a five-year contract.

C. F. Sewell has been appointed assistant superintendent of the Willmar division of the Great Northern and Willmar & Sioux Falls Railway. Headquarters at Willmar, Minn.



When you change your place of residence or do not receive **THE CONDUCTOR** regularly drop the editor a card giving your *name, Division number* and *address*.

Preferment has again fallen upon one of our members. Brother George W. Hardin, of Division 250, an old conductor of the W. N. C. R. R., has been promoted to superintendent of that line. We join with the members everywhere in wishing him success.

Brother D. F. Bradley, of Division 150, living at 49½ Taylor avenue, is the composer of a very pretty march, entitled the "Pan American." He will make a special price of 25c. to all railroad orders and auxiliaries. We thank Brother Bradley for the copy sent us.

Jno. B. Kelly, residing at 1619 Henrietta street, E. St, Louis, Ill., desires to learn the address of his brother, R. E. Kelly, formerly a member of Division 3.

The Westinghouse Company has just issued a neat attractive booklet that gives a comprehensive idea of the industrial enterprises with which the name Westinghouse is associated. The exhibits of this company alone is a feature of the Pan-American that is well worth going to see.

Divisions 90 and 159 have resolved to recognize no communication soliciting aid, or patronage to any proposition, that does not bear the approval signature of the Grand Chief Conductor.

As a matter of economy we have suggested a new feature for sending changes in **CONDUCTOR** addresses. See note at head of blank form, last mention.

Requests for change of address to **THE CONDUCTOR** reaching us after the 11th of any month come too late to direct the sending of that number, and will go to the old address. Here they will be retained fifteen days, according to postal

regulations, requiring 2c. postage for forwarding; after that time they are destroyed.

C. H. Gaunt, assistant superintendent of telegraph of the Northern Pacific, has devised a system for the simultaneous transmission of telegraph and telephone messages over the same wire. Mr. Sholes, superintendent of telegraph of the A. T. & S. F., is experimenting in the same connection. In event of universal adoption of the telephone system of sending train orders over the same wires now employed in telegraphy, what effect will it have upon the wages of our operators?

The Western Passenger Association has decided to admit dogs on the baggage list and class them the same as bicycles and baby cabs. We don't know whether they are accepted O. R. or not, but every one knows that if liability for damage rests upon the company that the price of dog meat will raise very materially in case of accident.

Oil as a dust-layer and tie preserver has claimed the attention of the Chicago & Northwestern. They have oiled ten miles of roadbed on the Galena division as an experiment. Crude petroleum is used at a cost of about \$75 per mile. If the experiment proves satisfactory it is said that the company will sprinkle its lines from Chicago to Omaha.

The Southern Pacific is erecting a million-dollar oil tank at El Paso, Texas. It is ninety feet in diameter and thirty feet high and will supply fuel for all its engines. Similar tanks are being erected at Tucson and Lordsburg.

The many friends of Brother Wm. Kilpatrick, of Division No. 1 will be pleased to hear of his re-appointment to the position of secretary of Railroad and Warehouse Commission for the state of Illinois. What marks the appointment as one of special interest to railroad men lies in the fact that Governor Yates made the appointment upon the request of the



several railroad brotherhoods of the state of Illinois, who indorsed Brother Kilpatrick almost universally, against the most persistent and desperate efforts on the part of old politicians to land their man. Brother Kilpatrick's assistant is Chas. J. Smith, recently with the Illinois Central as cashier at Duquoin, Ill., who has been awarded a medal for fifteen years' faithful service with that company. Brother Kilpatrick, very naturally, bears the railway organizations of his state in high esteem and we join in thanking them for their loyal support.

✧

"From Coast to Coast" is the title of a pretty two-step written by Sister Nettie S. Smith, of Auxiliary 78. This piece has been published for the benefit of First Canadian Division, No. 78, and is sold at 25c. a copy. Address, Secretary, Mrs. R. A. Purdon, 72 Gladstone avenue, Toronto, Ont.

✧

J. A. McKenzie, Secretary of Division 272, would like to learn the address of Jos. Bowlin, last heard from on the G. H. & S. A.

✧

Will any Brother knowing the address of Brother J. S. Stephens, of Division 302, kindly communicate the same to Chas. Bloom, Secretary, 1119 Union St., LaFayette, Ind.

✧

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

DIV. NO.	NAME.	CARD NO.
1	H. W. Mathews	11047
39	H. A. Helbing	9316
39	E. E. McLellan	9612
60	P. F. Sullivan	1227
70	F. B. Hook	8641
74	M. I. Miller	6432
76	John Boylen	5030
117	Chas. A. Werner	2175
131	S. F. Stabler	10510
209	J. R. Hartman	9750
230	Charles Erwin	8558
234	J. H. Grim	10889
256	R. O. Coorpender	2941
300	John H. Reed	1485
303	C. F. Clark	9499
362	H. A. Campbell	9104
384	C. H. Thompson	5972

✧

The Kansas City Journal has a man on its staff whose mind is fertile in ideas. He has produced the cut of a train drawn by two engines. The caboose is equipped with a glass-domed observatory in which are three men who have charge of the apparatus for directing the movements of the front end. One is represented hoisting signals of distress similar to those

employed on a man of war; another is shown at a telegraph instrument from which wires run over the top of the train on short poles; the third is engaged with a telescope. Two other figures appear in the picture, which are apparently the conductor and rear brakeman, the former holding on for dear life while the caboose is shown jumping over the ties at right angles with the cars, which are also off the track; the brakeman is waving a flag whose color we should imagine is a bright red on such an occasion. The originator of the picture has the idea that a brilliant future awaits the man who will discover a means of communication between the engineer and conductor on our constantly-increasing-in-size trains. Someone ought to try to show him the impossibility of perfecting such a device and save his mental balance.

✧

Are you interested in sports? Read The Chicago Record-Herald. This department is one of the strongest to be found in any newspaper in the world. It doesn't matter to what line of sports you may be particularly devoted. The Record-Herald covers all and presents the news in beautiful and convenient form. Cycling, golfing, bowling, football, baseball, tennis, the track, the ring—all receive the closest attention of men who are thorough experts in their particular lines. Photographs of individuals, of horses, of groups of players in the field, of bowlers in action, are in no other daily reproduced as perfectly as in The Record-Herald. To investigate is to be convinced.

✧

The historical features of Cram's Magazine for August number, as principal among them, "Russia, the Marplot and Oppressor," a convincing arraignment of the insincerity and the lack of civilization of that mighty power, "The Birth of the United States Constitution," by Editor Clare, and Milton Reeve's entertaining "Sketch of the Life of Aaron Burr." "Obeah Poisons and Poisoners," a study of the terrors of witchcraft in the West Indies, "Enrico Malatesta, Anarchist," a brief sketch of the characteristics of that now famous man, both by Editor Murray-Aaron, and "The Filipino Races," by Prof. Blumentritt, are the principal articles of special interest to the student of anthropology and political economy. The "Topics of the Hour," which are a prominent feature of this magazine, are represented in Prof. Allen's continued discussion of the latest news concerning the possibilities of our foreign commerce. Mr. A. Logan's gossip regarding "Washington Corridors," and Editor Murray-Aaron's discussions of books of the more important sort of recent issue.

There are now fourteen railroad reading rooms on the Santa Fe System. Seven of these are located on the A. T. & S. F. and seven on the lines west of Albuquerque. The privileges of these reading rooms consist of all the latest books, all the leading periodicals of the country, baths, games of all kinds, and lectures on scientific and social subjects by the eminent educators of the day—lectures on astronomy, chemistry, geology, physiology, sociology, and kindred topics. All these privileges are absolutely free to all employes and their families and the community in the smaller towns has always been invited and welcomed. The reading rooms have usually been too small to accommodate the attendance, so that in many cases opera houses have been rented.

More than 10,000 books are in circulation on the Santa Fe System. About 40 per cent of these are fiction, 25 per cent are historical, 15 per cent are biographical, 10 per cent technical, and the rest general. The families of the men have free use of the books and periodicals. Any employe has the privilege of ordering any book he may desire to read. On the fairest estimate at the points where these reading rooms are located 90 per cent of the employes use them.



Brother T. H. Woods, of Division 135, living at Shelbyville, Tenn., is very anxious to learn the address of his son, F. E. Woods, last heard from at Argenta, Ark.



"The Best is the Cheapest." Not how cheap, but how good, is the question. The Twice-a-Week Republic is not as cheap as some so-called newspapers. But it is as cheap as it is possible to sell a first-class newspaper. It prints all the news that is worth printing. If you read it all the year round, you are posted on all the important and interesting affairs of the world. It is the best and most reliable newspaper that money and brains can produce—and those should be the distinguishing traits of the newspaper that is designed to be read by all members of the family.

Subscription price, \$1.00 a year. Any newsdealer, newspaper or postmaster will receive your subscription, or you may mail it direct to The Republic, St. Louis, Mo.



Angus Sinclair tells an amusing story of the strong prejudice that exists among English engine drivers for anything American. He says:

"It is hard to get a British or a European engine driver to make a favorable report a Yankee machine. But they will have to come to it, in spite of their prejudices. The American locomotive will win its

way in Great Britain and Europe, that is certain. You will encounter in Great Britain this same prejudice about nearly all American products, but their excellence causes them to win their way in spite of it. An English road some time ago gave to one of its most trusted engine drivers some samples of American oil for a thorough test on his locomotive. When it came time for him to make his report he said:

"Well, I didn't like the bloomin' stuff. It has such a bad smell that I couldn't stand it, and I had to lie off.' Yet this very oil is used with entire satisfaction on 90 per cent of the American railroads. English engine drivers are prejudiced, too, against our mechanical oil feeders. They are accustomed to the siphon feeder and do not like to make any innovation. But to my mind there is not the slightest doubt that the American method of oil feeding is the most economical known. I think our locomotives probably do burn more coal. That is due largely to the fact that in our locomotives the cylinders are more exposed, while in the British types the cylinders are protected from atmospheric conditions, and there is less loss of heat, and consequently of power. The great advantage of the American locomotive over its rivals is in its simplicity of construction. Passenger engines in England rarely attain an average of 150 miles. Indeed, that would be considered a big run. In this country 300 miles a day is not at all uncommon. British locomotives are the product of theories. They are designed by civil engineers. American locomotives are the product of experience—experience that keeps pace with the latest improvements, and does not hesitate to discard theories. They are designed and built by practical mechanics, and we do not expect or desire them to live after they are out of date. So we run them for all there is in them. There you have the difference in a nutshell."



The offices of the president, secretary, legal and claim departments of the Long Island Railroad Company, the N. Y. and Rockaway Beach Railway Company will be located in the American Exchange National Bank Building, 128 Broadway, 9th floor, on and after Saturday, October 27th, 1900.



The Chicago Record-Herald says: "The Masons of Columbus have taken the initiative in a world-wide movement for the suppression of anarchy. Lincoln Goodale Lodge has adopted resolutions expressing sympathy with the President, denouncing his assailant and the anarchists who prompted the attempted assassination, and calling upon the Masonic

fraternity throughout the world to hunt down the followers of the red flag and banish them from all civilized countries.

"This is an extremely unusual action upon the part of the Masons, whose organization is counted the most conservative and self-contained in existence. It is very rare that any public question or calamity calls forth official expression. The resolution, copies of which will be distributed broadcast, is as follows:

"Resolved, That we appeal to our Masonic brothers in all quarters of the globe to constitute themselves as individual watchmen and hunters to detect and aid the guardians of law in arresting, punishing and banishing from their countries every vestige of anarchy. And for this purpose we look to the Grand Master of the Universe for help and guidance."

There is no Mason but will rejoice at this opportunity to exercise his duty as a fellow craft and take upon himself the noble work of looking for these assassins and bring them in for the sentences awaiting them. This action on the part of Ohio Masons will meet a hearty sup-

port wherever masonry exists in the country and we are safe in saying that a more tenacious and determined movement to put down an evil never was instituted in the history of the world. So nearly in keeping with an early example of this nature comes the act of Czolgosz that Masons need no incentive to show them the direction their duty lies, and it is hoped that the same success will attend their efforts in exterminating this pest of society—this enemy to our government and its executive head, that attended the efforts of those whose characters stand forth in the history of operative masonry.



The Webb C. Ball "Official Standard," 17-jewelled, O. R. C. watches need no recommendation. They are guaranteed and are carried by hundreds of conductors all over the country. We propose to give ten of them away to persons sending us lists of seventy-five subscribers and \$75.

**PARALYSIS** Locomotor Ataxia.  
Cured Write  
Dr. Chase 224 N. 10<sup>th</sup> St. Philadelphia, Pa.



If the address on the wrapper of your CONDUCTOR is not correct, fill out this coupon, paste it on a postal card and send it to Editor Railway Conductor:

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

PRESENT ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

OLD ADDRESS

Postoffice..... State.....

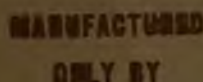
Be Sure and Give Old Address and Division Number.



# OBITUARY

- AKINS**—Brother S. L. Akins, Division 364, Oakland, Calif.  
**ASHE**—Brother J. G. Ashe, Division 88, Ennis, Texas  
**BEERS**—Daughter of Brother Frank Beers, Division 11, Newton, Kans.  
**BLANEY**—Brother F. L. Blaney, Division 195, Sacramento, Calif.  
**BLANCHARD**—Brother F. M. Blanchard, Division 304, Canton, Miss.  
**BRAINARD**—Brother E. C. Brainard, Division 22, Mason City, Iowa.  
**CAREY**—Brother W. L. Carey, Division 377, Joliet, Ill.  
**COTHRAN**—Brother N. Cothran, Division 290, Paducah, Ky.  
**CROOK**—Brother L. H. Crook, Division 304, Canton, Miss.  
**DYMENT**—Brother L. Dymont, Division 17, Toronto, Ont.  
**FARBER**—Brother George Farber, Division 109, Galion, Ohio.  
**GERMAN**—Brother M. A. German, Division 40, St. Paul, Minn.  
**GILLISPIE**—Brother James Gillispie, Division 200, Bradford, Pa.  
**GRANT**—Brother J. D. Grant, Division 54, New York, N. Y.  
**HARRINGTON**—Brother B. F. Harrington, Division 332, Jonesboro, Ark.  
**HOLMES**—Brother T. B. Holmes, Division 225, Hornellsville, N. Y.  
**HOLLOWAY**—Brother J. L. Holloway, Division 137, Osawatomie, Kans.  
**HUDSON**—Brother George Hudson, Division 5, Baltimore, Md.  
**HURLBUT**—Wife of Brother E. E. Hurlbut, Division 141, St. Joseph, Mo.  
**JOYCE**—Brother P. Joyce, Division 93, Ft. Dodge, Iowa.  
**LAND**—Brother M. R. Land, Division 180, Atlanta, Ga.  
**MCCULLOUGH**—Brother J. F. McCullough, Division 217, Bennett, Pa.  
**MCELOY**—Brother W. R. McElroy, Division 230, New Franklin, Mo.  
**MCINTYRE**—Brother J. McIntyre, Division 189, Sarnia, Ont.  
**McKAY**—Brother H. McKay, Division 374, Elmira, N. Y.  
**McLANE**—Brother L. V. McLane, Division 98, Montgomery, Ala.  
**MILLER**—Brother C. A. Miller, Division 359, East Albany, N. Y.  
**MOORE**—Brother F. Moore, Division 305, LaGrande, Ore.  
**MOREHEAD**—Brother D. M. Morehead, Division 143, Harrisburg, Pa.  
**MORRISON**—Brother J. Morrison, Division 17, Toronto, Ont.  
**NEALLY**—Brother of Brother J. F. Neally, Division 1, Chicago, Ill.  
**PERCY**—Brother J. S. Percy, Division 395, Salt Lake City, Utah.  
**REYNOLDS**—Brother T. W. Reynolds, Division 30, Springfield, Mo.  
**SNYDER**—Wife of Brother Frank Snyder, Division 118, Streator, Ill.  
**STAUSS**—Sister of Sister I. N. Miller, Auxiliary 17, St. Joseph, Mo.  
**STOUT**—Brother E. J. Stout, Division 44, Denver, Colo.  
**STOUGH**—Sister of Brother E. L. Stough, Division 103, Indianapolis, Ind.  
**WILLIAMS**—Father of Brother J. J. Williams, Division 45, Oneonta, N. Y.  
**WOODCOCK**—Brother C. P. Woodcock, Division 330, Emporia, Kans.  
**WORDEN**—Son of Brother E. J. Worden, Division 216, Ottumwa, Iowa.

The ORIGINAL and LEADING M. C. E. Coupler. The cut herewith shows the detail parts of the Janney Freight Coupler, with the names and numbers of these parts, which should be used in making requisitions.



St.	Time	Water Temp.
11	11:00 A.M.	67.0
12	12:00 P.M.	68.0
13	1:00 P.M.	69.0
14	2:00 P.M.	70.0
15	3:00 P.M.	71.0
16	4:00 P.M.	72.0
17	5:00 P.M.	73.0
18	6:00 P.M.	74.0
19	7:00 P.M.	75.0
20	8:00 P.M.	76.0
21	9:00 P.M.	77.0
22	10:00 P.M.	78.0
23	11:00 P.M.	79.0
24	12:00 A.M.	80.0
25	1:00 A.M.	81.0
26	2:00 A.M.	82.0
27	3:00 A.M.	83.0
28	4:00 A.M.	84.0
29	5:00 A.M.	85.0
30	6:00 A.M.	86.0
31	7:00 A.M.	87.0
32	8:00 A.M.	88.0
33	9:00 A.M.	89.0
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39	3:00 P.M.	95.0
40	4:00 P.M.	96.0
41	5:00 P.M.	97.0
42	6:00 P.M.	98.0
43	7:00 P.M.	99.0
44	8:00 P.M.	100.0
45	9:00 P.M.	101.0
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Mrs. J. T. Balms,  
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Cenway, Mich., Sept. 17, 1900.



# The Railway Conductor

OCTOBER



1901

PUBLISHED BY THE  
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CEDAR RAPIDS, IOWA

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**PITTSBURGH, PA.**



VOL. XVIII.

CEDAR RAPIDS, IOWA, OCTOBER, 1901.

No. 10.

## WHILE WAITING FOR MY TRAIN.

BY W. D. ANDERSON.

"It was some time away back in the 70's that Ted was brought to us one night during a severe snow storm. No, we're not his parents, but we love him just as dearly and we are willing that he should bear our name. You know him as Ted Mansard, but that's not his name. Sit down and I will spin the yarn for you."

At Tom Mansard's invitation we seated ourselves near a red-hot stove in the station at Bayard, a little town on the G. R. & D. We had been delayed and just missed the train that was to have borne us to our destination and later learned that our next train was not due for nearly five hours. It had been a beastly day, having started to snow early in the morning, and as the hours came and went the storm increased until everything was covered, and to such a depth that trains were moved with the utmost difficulty. Under conditions like these you can readily imagine how acceptable any suggestion that would have a tendency to pass the hours away.

"So you are an old conductor? Well, I'm glad to have you here for company, although I must say I can't give you very comfortable quarters. Oh, yes; I was telling you about Ted. Of course you read about his plucky act here in this very office last winter?"

We nodded an affirmative nod and said:

"Yes; and as the papers stated that you were his father I thought we could get an interesting account of it from you, or perhaps Ted himself."

"Not from that boy, you couldn't. Why, he's as modest about it as a schoolgirl, and actually hates to refer to it. He is working at BD now—that's Boyd—nights. Ah, that's Ted now, asking for weather," said Tom, as he opened the key and transmitted the usual symbol. Then settling back in his chair he began:

"I was trick dispatcher at Brady during the winter of '79 and had just married. It was just such a night as this that number 7 pulled in and you can get some idea of the looks of that train when I say to you that all that we could see of the engine was her stack. The passengers, that is the ladies, had to be carried from the station, so deep was the snow. When all had left the train, for you see seven did not run west of Brady then, one of the inspectors who tends to sweeping out the coaches and blowing out the lights, called out that somebody had forgotten their baby. We thought he was joking until the wail of an infant fell upon our ears and then we began to look for the mother who had been so absent-minded as to forget her child. It proved that no one who had alighted from the train had any claim upon the baby. Several had seen it lying upon the cushion both awake and asleep at intervals, but no one remembered having seen its mother. Even Billy Gray, the conductor, could not remember how it came to be there. Well, for several days the company tried every means in their power to trace the young deadhead, but to no purpose. Dur-

ing this time my wife and I decided to keep the youngster until someone claimed him. Well, as such things sometimes go, nobody ever came to claim him and he grew up with us. One night, ten years ago, I made a lap order for two trains during a rush of business and at a time I was completely worn out after having worked Ed Price's trick in addition to my own. I had to go, but the old man let me down easy and I was given the night office at this place, which I have held ever since. It was here that I brought my family and sent Ted to school. It was here that Ted picked up telegraphy, although I have always kicked against his learning it with a view to making it a profession or business. He spent many hours in the office with me and took a keen delight in copying not only train orders as he heard them sent, but I taught him the abbreviated code, too, and his skill in taking hot stuff from the thro' wires began to make me envy him in a very short space of time. Wife and I had never enjoyed but few vacations, from the fact that when we wanted to go any place the old man was always short of extra men, but now that Ted had proved himself so capable we determined to go some place and leave him in charge of the office. It was on our first trip that the occurrence of which you read happened.

"We left home expecting to be back the same night, but something turned up to detain us and we did not care to drive after night, so we felt perfectly at ease, so far as Ted was concerned, and never knew what had happened until our return. As the papers stated, we sometimes received valuable shipments by express from the Valley & Mineral road, which go forward on our Number 8. We cannot tell when these shipments are coming, nor what their value will be, until dumped on our hands. We often spoke of the ease that robbers might secure these packages, but the open way in which they were handled seemingly threw off all suspicion as to their value, at least that was our way of looking at the matter. The night Ted went to work the day agent and operator told Ted that there were express packages in the safe to the value of eight thousand dollars,

which were to go on Number 8, as usual. These were locked in an old-fashioned safe, whose combination consisted of an old-fashioned brass key about eight inches in length and of a weight something like a pound. Ted merely checked the number of envelopes with the bill and signed the receipt, then turned his attention to other duties. He says that he grew drowsy after awhile, and feeling that he could trust himself to awake at the sound of his call, he dropped off to sleep. He dreamed that he was awakened by a masked man who demanded the key of the safe at the point of the revolver, and having got it, opened the door and secured the \$8,000 and backed out of the door while Ted lay helpless to move or speak. The dream was so realistic that when he awoke he went trembling to the safe, where he found his treasure intact. But here comes the ingenious part of his action.

He argued with himself, 'what would hinder men from carrying out every detail seen in my dream? I'll just play safe, anyhow,' he said. Accordingly he made up several dummy packages and placed them in the safe, then concealed the others in a simple hiding place quite accessible when Number 8 should arrive. He returned to the instrument once more to listen to a report of that train from a station further up the road, when a sound of a footstep fell upon his ear, and turning, he saw two men with masks covering their faces, holding cocked revolvers uncomfortably close to his head.

"Young man, if you want to live, hand over the key to that safe," one said.

Well, Ted knew in an instant they had not seen the transfer he had made and felt a relief that is pretty hard to describe. He told them that he wanted to live, but he didn't want to give up the key of the safe. A little more persuasion in the shape of a shot which tore through the lobe of his left ear and Ted said 'you will find the key back of the box in the shelf before you.' Whether he misunderstood the instruction or not no one knows, but he rammed his hand into a box containing Bismark brown. The next minute he discovered his error and secured the key, which he inserted in the lock and threw the door open."

"There ought to be eight packages—eight thousand," said the fellow who was guarding Ted, in a hoarse voice, which was assumed to protect his identity.

"Eight here all right; now let's get out of here."

Then turning to Ted he said:

probably be back after they found the clever trick that had been played on them, and asked for instructions. A. B. W. was in the office himself, and here's the message he sent.

Mansard here opened a drawer and took therefrom a package of old papers which



BRO. F. CHILES.

A CREW IN NEW NEW MEXICO.  
(Courtesy Bro. F. Chiles.)

WM. DAWSON.

"I'm sorry, my boy, that we hurt you; you hadn't ought to strain on trifles when men who mean business calls for business. Good night."

They had scarcely got outside the door when Ted opened his key and reported the robbery to headquarters, saying that as Number 8 was not due they would

he assured me were relics of his by-gone days as dispatcher, and among which were some, he assured me, that would make many an interesting narrative. At last picking out a well-creased paper he read:

"Mansard, opr. BD.

BY 8-9.

Put out red signal and hold all east-

bounds. Light engine with officers will leave at once and will run as far as east switch at Bayard, where officers will alight and proceed to your assistance. A. B. W."

It was a precaution, Ted said afterward, that he never thought would be put to test. Then, as he leaned back in his chair, he heard Brady tell Smyrnia east of him that special, engine 12 had had left and asked if his signal was out. Smyrnia answered yes, and Ted fell to meditating why Smyrnia also had received a block order when he had his signal out. Then came the o. s. from Nathan, seven miles out:

"O. s. Spl. engine 12, passed 9:08."

"That's eight miles in eight minutes; I guess they're coming some," Ted said as he looked at the clock. "At that rate they ought to pass Raymond at 9:28, Saylor at 9:35 and be here at 9:45, unless it is Bassett who has hold of the throttle. He's liable to drop in any minute."

Ted had scarcely heard the o. s. at Raymond—9:26—and realized that they had covered twenty-eight miles in twenty-six minutes, when the door of the office was burst open. He turned quickly and was greeted with the words:

"Young feller, that bluff didn't work. Now you shell out the eight packages you got from the Valley this morning or we'll cripple the other ear for you. Get a move on you!"

"Gentlemen," said Ted, pretending to be half scared to death, "don't shoot again. I'll do anything you demand. On my honor there were but eight packages checked over to me when I came to work. I put them in the safe myself. I know of no other money except what the day agent told me they contained. If you don't believe this you will have to shoot me."

This caused them to modify their tone a little. They drew together a few minutes in whispered conversation, then turned and said:

"Young feller, are you the regular man here nights?"

Ted told him he was not.

"Would you know a genuine package if you saw one?"

"I am not certain that I would, that is if—"

"Do you call this a genuine package?" he said, producing one of the dummies Ted had fixed up.

"If it is not, it's a good imitation."

"Young feller, you know you are lying. I have had experience in the express business and you know mighty well that no messenger would accept this package from you as coming from the Valley. We're going to search this office and if we fail to find the packages that came over here from the Valley tonight we'll apply a few matches to the soles of your feet to brighten your recollection of what was done with the money."

Ted realized that a struggle to keep them from binding him would only make matters worse, so he submitted to the operation, and when done was thrown in a corner beneath the table. Then they began to ransack every nook and corner, casting the contents of boxes and drawers here and there upon the floor until the place presented an appearance of the utmost disorder.

Ted in the meanwhile had been tugging at and twisting his hands to free them from the thongs that were cutting his wrists in a cruel manner, but the knots were well secured and his efforts only served to tighten them. He was earnestly wishing for the arrival of the special when he heard the report from Saylor, saying:

"Engine 12 broke main rod one mile west of Saylor stripping left side and killing fireman and one officer. Engineer Bassett hurt and cannot proceed. Engine clear of main line. Track o. k. Will proceed to Bayard by other conveyance immediately. Sig. Sherlock."

When Ted heard this report his heart sank. One glimmer of hope remained. They had come so near several times to the old pair of rubber boots containing the packages that Ted groaned.

"What's the matter, young feller? Strings hurt you? Better open your mouth and tell where the stuff is."

Ted did not answer, but turned his position in such a way as to bring him further beneath this table, where you see that small battery jar. Well, that jar runs a short line between Millie's home and the office, you see. Ted used to say sweet things to Millie over that line, and it was now that he was trying to get over



to it to say something else. They were already talking of applying the torture when Ted got his hands in such a shape that he loosened the screw that connected the zinc with the wire. 'Now could he raise Millie,' he thought. As he pulled the wire out he heard the sounder over his head tick and knew he had broken the circuit. Then he began calling Mi, Mi, Mi, slowly at first, then increasing until in his anxiousness it seemed he would never get a response.

A strange coincidence might here be mentioned that ought to be taken into consideration, for it affected the outcome of the whole matter. After the affair was all over Millie tells how she saw Ted being tortured by demons who were goug-

often sat and talked with him at the office.

When Ted had about despaired of getting an answer he felt the circuit break and then listening while he pressed the wire at his end against the post of the battery with trembling hands, there came the answer:

"I, I; Mi."

"Robbers here going to rob express matter. I'm tied under table. They are going to torture me to tell where money is. Bring your rifle and call——"

"At this instant one of the robbers gave Ted a jerk that brought him out from under the table and into the middle of the office. Then he said:

"We're done fooling with you. We are



TRACK LAYING IN NEW MEXICO.  
(Courtesy Brother F. Chiles.)

ing his eyes out with hot irons. She struggled in her dream to prevent them from killing him, and as a final effort she siezed a rifle that Ted had given her and fired. She does not know what awakened her, but she lay trembling from the experience of her dream listening to an almost awful stillness. Then from the room beneath she heard the faintest click of the sounder, saying, "Mi, Mi, Mi." She pinched herself to be sure she was not dreaming. She could not believe that Ted would call her at this time of night unless something serious had occurred. She bounded out of bed and hurried down stairs to the little sitting room where she

going to make you talk. Take off his shoes!"

"It was plain to Ted's mind now that they were going to put into execution their threat. As Ted was wondering how much of this kind of punishment he could stand he heard his call repeated a number of times.

"I suppose you would like to answer that call?" said the man of the gruff voice.

"Oh, you are an operator then, as well as an express messenger," Ted said.

"No; I saw you looking at the table when the machine began to say:

'Why don't you tell — you're dam-

fool. *Why don't you tell — you're damn fool.*

Ted studied to see the connection between his call and the words used by the gruff robber when the call was repeated. Then he saw a glimmer of light by which the robber had been led to associate the words to the letters BD, his call. He had not time for further reflection before he noted the devilish leer upon the face of one of the men who had prepared a gag and was getting ready to force it into his mouth.

"Where are them packages, young fellow?"

Ted merely shook his head.

The next minute they had forced a gag between his teeth, making outcry impossible.

"Now touch him up," said one.

As the flame came into contact with the flesh of the tender soles Ted writhed with pain.

"Ain't that fine? Now will you talk?"

Still Ted shook his head.

"Set his sock on fire and let her burn," came the order from the burly brute that had acted as the principal spokesman.

Just as the flame was rising and enveloping the foot there came a sharp crack commingled with falling glass, and the big brute arose to his feet and fell full length across Ted's body. A tiny hole in his forehead told the tale. Without waiting to investigate the source of the fatal messenger the robber of the gruff voice flew out of the door and mounted one of the horses standing a short way from the glare of light of the office window.

As you may have guessed, it was Millie who fired the shot, and it was she who fired the parting shot at the fleeing man, whose aim was not so bad for a wing shot after night, as you will learn.

When she saw the field clear she hastened into the office, and with rifle ready for any emergency. There a sight met her gaze that was enough to overcome any girl. As she dragged the ruffian's body off from that of Ted she shuddered as she saw the crimson streak slowly making its way across the forehead of the man whose mask had now fallen off. She noted, too, the slowly consuming sock and the motionless form of Ted. She smothered the burning embers in her

fingers, and as she saw the great white blisters she broke down in tears. Jerking the gag from his teeth she rubbed his pale face with her hands and tried to raise him up. Then she noticed for the first time that his hands were bound. She had just succeeded in freeing them when Ted began to recover consciousness. She was chafing his swollen wrists when a step sounded in the doorway. Forgetting all else but Ted's safety she grasped her rifle and brought it to her shoulder, and was about to send another soul into eternity when a musical voice said:

"Don't shoot little girl; I'll surrender."

"Who are you?"

"My name is Sherlock."

"He's an officer, Millie; put the gun down."

It was Ted who spoke now, and as the officer approached, he said:

"Never in my life have I seen such determination in the eyes of any person as I see in yours, my little lady. I wouldn't have given a sixpence for my life had that young man not spoken for me."

"They've tried to kill Ted, sir, but they will not do it if I can keep them from doing so. O, sir, please see if this man is much hurt; I fear I have killed him; he lies so quiet. It would be awful if I knew I had taken a human life. But I did it in Ted's defense—you know I did, don't you?" she pleaded.

It was easy to see that she was fast giving way to collapse and the officer saw that she must not be further excited. Stooping down he pretended to examine the wound while feeling for life. The heart had stopped beating; the robber was dead. Then rising, he looked in her face in which a painful expectation was written, and said:

"I am inclined to believe that when he comes to life there will be a rough time in handling him. I will just slip these ornaments upon his wrists to be sure of him," said Sherlock.

His tone and actions were so well assumed that Millie felt a great relief, saying:

"Oh, sir, you do not know how glad I am that I am not a murderess. What can I do for you, Ted? I know you are suffering terribly from those horrid burns."

A signal passed between Sherlock and Ted, then Sherlock said:

"I believe you have done all you can for Ted tonight, unless you would like to go for a doctor. When you have done that I will thank you to go home and go to bed, for I shall want to talk privately with Ted about this attempted robbery. You might take your battery along," he said laughing, "for I'm armed myself and do not expect any more trouble tonight," handing her rifle to her.

"Now," said Sherlock, "tell me every detail of this affair and how the girl came to be here. I was in a wreck and would have gotten here but for that in time to help you. Do you feel like talking in your pain?"

"It may interfere with my walking, but I can work my jaws all right," said Ted, grimly.

Then followed a recital of every act that took place from the awakening after his dream to the moment when he had



THE GOLDEN GATE

(Courtesy Santa Fe.)

With a lingering look at the pain drawn features of Ted, Millie hurried away. When she had gone, Ted said:

"Is he dead?"

"Yes; shot in the centre of the forehead. Never knew what hurt him, but, my boy, this must be your secret and mine. She must never know she killed him. His body must be put on No. 8 tonight."

"She shall never know. God bless her; she is a brave girl."

commanded Millie to put the gun down.

"You say one of the men ran his hand into this box containing Bismark brown. Which one was it?" he said stepping forward to examine the hand of the dead robber.

"It was the other one, I believe."

"It must have been," he said removing the handcuffs now, for this one has none on his hands.

At this moment Ted heard his office call and asked Sherlock to move him to

the table. It was BY. Mr. Worcester, whom we always designate as A. B. W. when speaking of him, was still there to learn what had come out of the attempted robbery. Then followed Ted's brief description of the events that had transpired. While still engaged, hurried footsteps were heard and the next moment the doctor and Mr. Ellis, the day agent, arrived.

"Why, Ted, my boy, what's up? Millie came over and said you were hurt and I have hustled over to relieve you. The packages, Ted—are they safe? Here is Doctor Reeves; where are you hurt?"

When Ellis looked at the great white blisters he grew sick and hurried out into the fresh air until the doctor had dressed them.

"Poor old boy, we will carry you over to my home and Mrs. Ellis will nurse you," he said, tenderly.

"Mr. Ellis, I thank you for I know she will care for me tenderly. But, Number 8 is soon due. The express packages are in the pair of old rubber boots under the table. They came awfully near finding them several times. And say, Mr. Ellis, you will not mention the fact that this man is dead—to Millie, will you? Promise me."

"I will promise you to never tell any person whatever—I understand why you ask it. You are a noble fellow, Ted, and a hero."

When No. 8 left Bayard it took with it two consignments, one the ghastly remains of the burly robber and the eight packages which were instrumental in bringing about his death. Ted had been carried to the home of Mr. Ellis and was attended by Sherlock, who insisted upon watching with the boy until daybreak.

The following morning as he was about to depart, Millie came swinging up the path to the home of the Ellis' where she learned Ted was confined.

"How is he, Mr. Sherlock," she said breathlessly.

"Oh, we got him quieted down by the time No. 8 came and he found it was useless to resist any further. He was a bad case."

"Oh, pshaw! I don't mean the robber, I mean Ted," she said half pettishly for thus being misunderstood.

"Oh, Ted! Well, I believe that there are two bright eyes that I have seen looking over a gun barrel that would do him more good than any doctor this morning."

Millie blushed as she said: "I'm so glad!"

"I was just on my way to see you, Millie. I want you to tell me the story about your connection with this case. Give me every detail and be as minute about your description as you can."

When Millie had finished, he asked:

"Have you any idea what direction the man took at whom you fired the parting salute?"

"He rode toward Saylor."

"Did he take both horses?"

"No, indeed! He seemed perfectly satisfied to get away with one. I heard him cry out, as I shot; I may have struck him, too."

"Well, there was no horse where you saw two after we took Ted to Mr. Ellis' home."

"Then he came back?"

"Yes, and beat us out of the little clue that the remaining horse would have afforded."

"If that is all, you will excuse me, I—I."

"Yes, I understand. Hurry along, he'll be waiting for you."

Sherlock turned upon his heel and hurried to the station where he made measurements of the footprints in the earth and of the shoe marks of the horses. He seemed to have arrived at a conclusion, for he immediately set out on foot for some point in the direction of Saylor. At every point along the road where a farm house was located, he looked closely for footprints of animals. It was well along in the afternoon when he arrived at a house situated quite a distance back from the road. The gate leading to the lane was open and the ground bore the impress of carriage wheels and horses hoofs which showed that a vehicle had entered from the direction of Saylor and had departed in the same direction.

"I will investigate who those visitors were and who lives at this place," he said half audibly.

As he approached the house a tear-stained woman met him at the door and barred his entrance.

"I would like to see the man of the

house," he said. I am looking for a piece of land and this place suits me pretty well."

"It will do no good to see him, sir, at least not today. He has had an accident and the doctor, who has gone but a little while, says he must not talk to anyone."

"Oh, that was very unfortunate. What was the cause, may I ask?"

"He was hunting and in climbing over a fence he set his gun down, so he says, in such a way as to hit the hammer and explode the cartridge. The ball entered his right lung, the doctor says, and may be very serious."

"Was it a very large bullet?"

"Well, I don't know; he has not come out from under the influence of the anesthetic yet. But you might see him if you wish."

"Thank you; I have some knowledge of surgery and I will take a look at him."

Sherlock entered and, as the wife bared his bosom, he noted a tiny wound, such as would be made by a 22 calibre, and incidentally such a hole as was made in the forehead of the dead robber.

"I will measure his pulse," said Sherlock, taking hold of the hand. As he raised the hand in his own he noted that it bore the tell-tale stains of Bismark brown.

"What do you think of his condition?"

"How long since this accident occurred?" he said gravely, leading the way into an adjoining room.

"I do not know the exact hour," she said, evasively. He came home about daybreak."

Sherlock made no comment upon the hour of the accident, but noted that the answer had been made in all sincerity and without thinking how it connected with the hunting story she had told him.

"I will say to you frankly, Mrs. —."

"Jackson," she answered.

"I entertain very grave fears for his recovery."

Here she broke down weeping.

"Oh, I begged him not to go. We were living so happily before that man came who urged him to take this trip."

"Who was his companion, Mrs. Jackson?"

"Please do not ask me."



VERNAL FALLS, YOSEMITE.

(Courtesy Santa Fe.)

"You need not hesitate to answer; he is dead."

"Then you must know all. Who are you, sir? Was it you who shot him?" she said almost frenzied.

"It was not. Calm yourself, my dear woman, I see you love him. You have more grief than you can bear now and the details will only grieve you more. You have not always lived thus; your

language tells me you have been associated with people of refinement and have not always been accustomed to the hard labor incident to a farmer's life."

"You are right, sir; may I ask your name?"

"John Sherlock."

She would have fallen had he not extended his strong arm to prevent it.

"I know you now—by reputation. You are a detective. Are you come to drag that poor man to prison?"

"I do not anticipate that I will ever have that chance. I am very sorry for you and if I am determined in my duty as an officer, I am equally anxious to be of service to you in this your hour of trouble. You have but to command me and I will render you any assistance in my power."

"I have a dear old father in Philadelphia; he would grieve to see me thus; still something tells me I shall soon be alone in the world and I must look to him for aid. I wish he could be notified; and if you will be so kind, direct him to our humble home here where we sought happiness in our seclusion from the world. Herbert was always kind to me. Once he was honored among men and held a high position with the express company. He was tempted, and—fell. We came here and assumed the name of Jackson and lived happily until we were discovered by a former associate in crime who led my husband by taunts and threats to enter the robbery scheme of last night. We could have always been content here, for our greatest happiness existed in our love for each other. God willed otherwise; His will be done," she said, bowing head upon her toil stained hands that had evidently never known any hardships until she took upon herself the life of a recluse from society.

At that moment a rattling cough sounded from the room where her husband lay. She sprang to his side and knelt there while her hand brushed aside the matted curls.

"Annie?" he whispered.

"Yes, Herbert, dear."

"You'll forgive me all, won't you?"

"You must not talk now; the doctor forbids it. You must get better, you know."

"You do not answer me; will you for-

give me, dearest? I know I am going soon and there is no further need for doctors."

"I have nothing to forgive, husband. Try to get well for my sake!"

"Dear heart, I wish it were so but even now I feel it coming on. My life will go out as the beautiful sun goes down; that sun under which I once could walk as an honorable citizen and as a man deserving of such a love as yours, Annie. I have wrecked your life and have dragged you into this wilderness. Forgive me this. I have put a stain upon a noble name and given you another to hide my identity and made you share a criminal's bed. I have been justly punished. Don't weep for me, dear heart. There was little of redemption in me when such a love as yours could not touch my heart and win me from my evil associates. I shall soon free you from contamination of such a wretch as I have been. Nay, do not close my lips to the truth. Let me speak it before the summons comes and perhaps the Great Master above will lighten the sentence, knowing that I was weak of character even in those days when you believed me faultless."

Mrs. Jackson was bravely enduring his self-accusing words, every one of which gave her a pang, when he was seized with a violent coughing fit which lasted several minutes. When it had subsided the shadow of death had settled upon his brow and he lapsed into insensibility. Just as the sun went down his life passed out as he said it would. While she was alone with her dead John Sherlock paced up and down the little chamber trying to frame some word of consolation. His eye fell upon a photograph on a mantel shelf which he took up.

"I know that face. Ah, I have it; Henry MacDermott! and this is the daughter he so long has hunted for. Jackson is Herbert Wentworth!"

Sherlock now approached her and said:

"He has passed the portal, Mrs. Wentworth; come away now and let us determine what should be done," he said lifting her kindly and leading her into an adjoining room where he had prepared a light. "Have you any near neighbors whom you would like to have me call



while I am gone to send a message for your father?"

"I have none; I prefer to remain alone with him until the coroner and undertaker come. I have some money to defray the expenses of the funeral and I do not want papa to come until it is all over. I will thank you if you will tend to the details. Forgive me if I ask too much; I am quite alone but for you."

John Sherlock had a big heart and as he turned to depart he said:

"I have asked you to command me. I

look of pleasure crossed his face as he read the last. Turning to the operator he asked:

"At what time would a person leaving Philadelphia last night about nine o'clock arrive here? I usually carry a guide but have left it behind this time."

The operator consulted a time table a moment, then said:

"He could leave Philadelphia at 9:42 p. m. and arrive here at 4:05. That is the train you hear whistle now."

In a few moments John Sherlock was



ON THE BEACH AT CORONADO.

(Courtesy Santa Fe.)

meant what I said. Now be brave until I return."

The details were properly attended to as you may imagine and on the following afternoon a very modest cortege left the humble cabin and coursed its way to the cemetery on the hill where all that was left of Herbert Wentworth was laid to rest. John Sherlock was attending Mrs. Wentworth and as they approached the town of Saylor, he said:

"I would like to stop at the station; I expect important instructions by wire."

She merely nodded her assent. As they drove up, John Sherlock alighted and passed within the telegraph office. There were several messages for him. A

mingling among the throng that was coming and going with the train. At last a portly gentleman alighted whom Sherlock recognized as the original of the photograph he had seen in the humble home of the Jacksons. Anxiety was written in every line of his face as he looked here and there among the faces about him. John Sherlock approached.

"Are you looking for friends, sir?" he said.

"I am looking for my da— for a gentleman named John Sherlock."

"I am he, Mr. MacDermott."

"Tell me, have you found her?"

"I have; accompany me."

John Sherlock led him to the carriage.

We will draw the curtain on the touching scene of the meeting between father and daughter, and merely say that on the following day there were three passengers bound east on Number 6, whose hearts were filled with varied emotions—Henry MacDermott's with joy in having found his daughter; Anna Wentworth's with sadness in leaving behind an erring husband, and John Sherlock's fatally pierced with one of Cupid's darts." It proved that all became reconciled after awhile, except poor John, but I see by the papers that an engagement is now announced

between them, which proves that John was determined to land somebody in connection with this notable affair, which has always been characteristic of him in every case he ever undertook.

What became of Millie, you ask? Well, that noble little heroine is my daughter-in-law now and I doubt if Ted was much prouder than I when she presented us two little cherubs whom we have named Annie and Sherlock.

Ah, there comes your train now. Glad to have met you. Stop over with me when you come again. Good-bye.



## PROGRESSIVE FORM OF QUESTIONS AND ANSWERS ON THE AIR BRAKE.

EDITED BY GEORGE R. PARKER.

Courtesy F. M. Nellis. Secy. Air Brake Ass'n.

[NOTE.—This department is opened for the benefit of our members, and any questions asked should pertain directly to the lesson or which has been printed. Address all communications to THE RAILWAY CONDUCTOR.]

### FOUNDATION BRAKES.

Q.—180. What is referred to when the term Foundation Brake is used?

A.—The brake rigging under the car, consisting of brake levers, rods, beams, brake heads and shoes.

Q.—181. What are the necessary qualifications of a good foundation brake?

A.—It should be so designed as to develop the proper brake power, be sufficiently strong to resist the deflecting strain of that power, and be so arranged that when the proper piston travel is obtained the levers will stand at right angles with the lines of force and the body of the car.

Q.—182. What determines the size of the brake cylinder to be used in conjunction with the foundation brake?

A.—The weight of the car.

Q.—183. What is the best location for the brake cylinder?

A.—That point where it will be most accessible for repairs and at the same time do its work to the best advantage.

Q.—184. What points should be noticed particularly in locating the cylinder?

A.—That it is the proper distance from the car floor to allow of cleaning to good advantage and not necessitate the cutting of the needle beam to allow the piston to pass it. Queen posts should be avoided as far as possible and the cylinder should be located the proper distance from a center line running lengthwise of the car to avoid distortion of the brake gear.

Q.—185. How is it that such a low air pressure, in a comparatively small cylinder, exerts such a great retarding force?

A.—It is multiplied by suitable levers.

Q.—186. What is a lever?

A. It is a mechanical device moving on a fixed point called a fulcrum, and is used to increase or decrease the power delivered by a given force.

Q.—187. How does a lever accomplish the desired end?

A.—To increase the power the end of the lever to which the force is applied is made longer than the end from which the desired power is to be obtained. The power delivered will be in the same ratio to the original force as the long end of the lever is to the short end. As an illustration, suppose a lever 18 inches from the force to the fulcrum, and 6 inches from the fulcrum to the end which is to deliver the desired power. The ratio of the long to the short end would be as three to one. Assuming that a force of 100 pounds was applied at the long end, 300 pounds would be delivered at the other end, or the ratio would again be as three is to one.

Q.—188. How many classes of levers are there?

A. Three. The location of the force, weight and fulcrum determine the class. Where the fulcrum is in the middle, weight at one end and force at the other, as a cylinder lever, it is a lever of the first class. Where the fulcrum is at the end, weight in the middle and force at the other end, as a truck lever, it is a lever of the second class. Where the fulcrum is at one end, weight at the other end and force in the



PART OF CORONADO TENT CITY.

(Courtesy Santa Fe.)

middle, as a Hodge or floating lever, it is a lever of the third class.

Q.—189. With a lever of known dimensions, and a given force, how can the power that will be delivered by it be calculated?

A.—By multiplying the original force by the length of the lever from the force to the fulcrum, and dividing the product by the length of the lever from the fulcrum to the point where the power is delivered. The quotient is the power delivered, or weight.

Q.—190. What should the entire brake force of the car be?

A.—Ninety per cent. of the light weight on the wheels to be braked, for passenger cars, 70 per cent. for freight cars, 75 per cent. on engine drivers and trucks, and at least 90 per cent. for engine tenders. One hundred per cent. has been successfully used on the latter.

Q.—191. How is the total brake power of the car to be obtained?

A.—By finding the brake power exerted on each pair of wheels and adding them all together. The sum is the total brake power of the car.

Q.—192. What would be the effect if more brake power was used than the amount stated?

A.—The retarding force applied to the wheel would be sufficient to overcome the rotative energy of the wheel, and the wheels would lock and slide in consequence.

Q.—193. What would be the effect if a less amount was employed?

A.—The brakes would not be operated to their full extent, and the length of the stop would be correspondingly increased. In case of emergency this would sometimes produce disastrous results, as a difference of a few feet in the length of the stop is sometimes sufficient to avoid a serious accident.

Q.—194. Does a wheel that is locked and sliding have a tendency to stop the train as quickly as one that is rotating?

A.—No. The frictional resistance between the wheel and the rail, when the former is sliding, is much less than between the shoe and the wheel when it is rotating.

Q.—195. Is the brake power calculated with the service or an emergency application?

A.—With the emergency application always.

Q.—196. How is the total power of the cylinder obtained?

A.—By multiplying the pressure per square inch in the cylinder by the area of the piston in square inches.

Q.—197. How is the area of the piston obtained?

A.—By squaring the diameter, that is, multiplying it by itself, and multiplying the product by the decimal .7854.

Q.—198. What are the pressures or total values of the various sized cylinders?

A.—

	6 in.	8 in.	10 in.	12 in.	14 in.
Service application.....	1,400	2,500	4,000	5,600	7,700 lbs.
Quick-action application.....	1,700	3,000	4,700	6,800	9,200 lbs.

Q.—199. After the total brake force of the car is obtained, how may the percentage at which it is braking be found?

A.—By dividing the total brake force by the light weight of the car on the wheels to which the brakes are applied. This quotient is or should be a decimal, and is the percentage at which the car is braking.

Q.—200. What is the best proportion of truck or brake beam lever?

A.—Four and one half to one where it can be employed.

Q.—201. How is the proportion of a brake beam lever determined?

A.—For the levers of the first class, divide the long end of the lever by the short end, the quotient is the proportion of the lever. For levers of the second class, divide the total length of the lever by the short end, the quotient being the proportion. This proportion is the same as the ratio between the power exerted and the weight of the shoe.

Q.—202. How is the total brake beam leverage found?

A.—Multiply the proportion of the brake beam lever by two for the Hodge and by four for the Stevens system.

Q.—203. What is the required leverage of the car?

A.—The total brake force desired divided by the total pressure or value of the cylinder.

Q.—204. These points being determined, how may we find the proportion of the cylinder lever?

A.—Multiply the whole length of the lever by the required leverage and divide by the sum of the required leverage, and the total brake beam leverage. The quotient will be one end of the lever. If the total brake beam leverage is greater than the required leverage, the short end of the lever should go next the cylinder. If less, the long end should go next the cylinder.

#### TESTING BRAKES.

Q.—205. How often should the air brake and signal apparatus on the engine be tested?

A.—After each trip, that its condition may be known and any necessary repairs made.

Q.—206. What should be tested first?

A.—The air pump and pump governor, to see that the proper amount of air pressure is supplied and carried.

Q.—207. How should the air pump be tested?

A.—With a full head of steam, and it should be noticed that it accumulates the pressure sufficiently fast. The committee would recommend that inspectors note the time the pump consumes in raising the pressure from 40 to 50, 50 to 60, 60 to 70, 70 to 80, and 80 to 90 pounds. This for the information of the inspector, to enable him to judge if the pump is attaining the pressure fast enough. Of course, in judging this time, allowance must be made for the capacity of the main drum, and it should first of all be drained of any accumulation of water or other matter.

Q.—208. How should the governor be tested?



AVALON, SANTA CATALINA ISLAND.

(Courtesy Santa Fe.)

A.—It should be noted what pressure it allows to be carried, and if incorrect it should be regulated. It should also be tested for sensitiveness, to see that it will start the pump promptly on light reductions.

Q.—209. What should next be inspected?

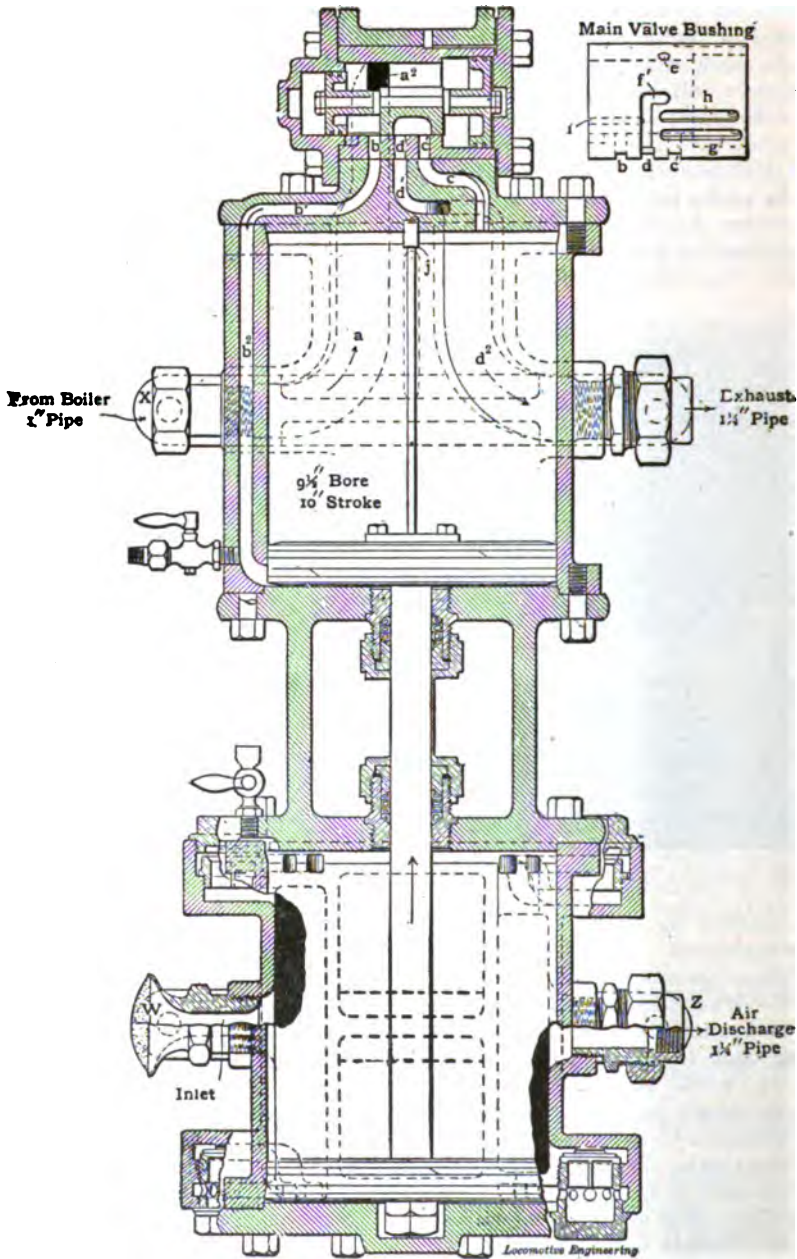
A.—The brake valve. It should have no pipe in the train pipe exhaust and should have a stop cock in the train pipe immediately under the brake valve, not outside the cab. It should permit of carrying the proper amount of excess pressure, the rotary valve should be tight, the feed valve should not permit more than 70 pounds train line pressure to accumulate, and the equalizing piston should promptly respond to light reductions. The preliminary exhaust port should also be tested, by reducing the pressure from 70 to 50 pounds, and noting the time consumed in so doing. This should be about four seconds.

Q.—210. What is to be noticed next?

A.—The gauge. It should be in such a position as to allow the engineer to easily read it either at night or during the day, and with the brake valve handle in full release position both pointers should register the same pressure, as the pressures are equal in that position. Supplementary to this test, a test gauge should be attached to either one of the pressures to ascertain if the pointer registering that pressure is correct.

**Q.—211.** What is to be tested next?

**A.—**The piston travel of the driver and tender brakes. Also the condition of the packing leathers in the brake cylinders, and where the pull brake is used the pack-



NINE AND ONE-HALF INCH IMPROVED AIR PUMP.

ing in the stuffing boxes should also be noticed. To ascertain the condition of the packing leathers, stuffing box packing and connections, the committee would recommend attaching a gauge to the brake cylinder, that the pressure may be noted at half



minute intervals. Information of an interesting, and in some cases of a startling, nature will be thus obtained.

Q.—212. What is the proper piston travel for driver brakes?

A.—From 2 to 4 inches. Or, a travel that will give as near 50 pounds brake cylinder pressure as can be obtained.

Q.—213. What is the proper piston travel for tender brakes?

A.—Seven inches. Not less than  $5\frac{1}{4}$  inches nor more than 8 inches, or the same as for car brakes.

Q.—214. In adjusting cam driver brakes, what is it necessary to observe?

A.—That the cam screws are equally adjusted, that the point of contact may be kept in line with the piston rods.

Q.—215. What is to be tested next?

A.—The signal apparatus. This should be tested by using a device described in the Proceedings of 1895, page 91. It should be known that the signal valve responds to light reductions, but at the same time will not respond to reasonable leaks. That the pressure reducing valve supplies the proper pressure to the signal line promptly and does not leak.

Q.—216. What are the effects of the leaks in the air brake apparatus?

A.—Leaks in the train pipe pressure have a tendency to apply brakes; leaks in the auxiliary reservoir pressure have a tendency to release brakes; leaks in the brake cylinder or its connections cause the brake to leak off.

#### TESTING BRAKES: SHOP OR MAIN TERMINAL TEST OF CAR BRAKES.

Q.—217. In order to ascertain the condition of the brakes and facilitate the necessary repairs, what apparatus should be furnished at all points where repairs are to be made to air brakes on cars?

A.—A testing plant, consisting of a compressor, or one or two air pumps, a main drum as large as may be practicable, the larger the better. A pipe line should be laid with branch pipes to connect at various points with the repair or shop track. At the main reservoir, or other convenient point, an engineer's brake valve should be located that accurate results may be obtained. This should be an equalizing discharge valve, as the three-way cock or other older forms of valve require too careful manipulation. This plant should be so located as to furnish air pressure promptly, either at night or at any time during the day.

Q.—218. Where the repair yard is a long distance from the compressing plant, what other feature must be provided?

A.—Relay reservoirs should be located at reasonable distances, that the friction encountered in the long pipe may be avoided without requiring too great a head in the primary reservoir.

Q.—219. Why is such a large main reservoir recommended?

A.—Because with it long trains can be charged much quicker, which materially shortens the time required for the work to be done. Also less excess pressure need be carried with the larger reservoir, thus lessening the work of the compressor or pumps.

Q.—220. Where only a low steam pressure is available for the use of such a plant, how may the proper air pressure be obtained?

A.—By compounding the pumps. That is, have the first pump discharge into a separate reservoir, and have the suction of the second pump connected to this reservoir and the discharge to the real reservoir. This gives the pressure to the second pump at the tension at which it may be compressed by the first one.

Q.—221. When testing brakes at a shop or air-brake test plant, what should be done?

A.—The cars should all be coupled together, starting at the point furthest from the brake valve, the angle cock on that end of the train being closed and the hose properly hung up in the coupling hook. All the other angle cocks should be opened, all cut-out cocks opened, all hand brakes released, all pressure retainer valves turned

up, and all release valves closed. The car nearest the brake valve should then be coupled to the brake valve connection, the angle and stop cocks opened, and the entire train charged to seventy pounds. While charging the train it should be inspected for leaks, those that are found either being stopped at the time or marked for repairs later. After the train is charged, the train pipe pressure should be reduced twenty-five pounds in the service application position to apply all brakes fully and the piston travel measured as quickly as possible, the travel of each car being marked on its cylinder head. The brakes should then be let stand for a few minutes and the travel again measured, to note leaky packing leathers. If there is any doubt of the condition of a packing leather after this test, a gauge should be attached to the brake cylinder as recommended for driver brakes. Cars having bad packing leathers should be cut out and repaired. The condition of the packing leathers being ascertained, the angle cocks at the head end of the train should be closed and the hose parted, after which the angle cock on the head end of the train should be opened and the train pipe emptied. This should be left open for a few minutes after the pressure has escaped, as a test for leaky emergency check valves with quick-action triples, or leaky packings, rings and leather gaskets on the lower cap of plain triples. The effect of these would be to allow leakage from the brake cylinder to the train pipe when heavy reductions were made. These being found to be tight, the coupling should be made again, the angle cocks opened and the release made. After a few minutes interval the train should again be inspected to see if the retaining valves perform their duties. It is advisable to examine the pipework to the retaining valves for leaks, during the interval just mentioned. They should then be turned down and the escape of air at each valve noted.

Q.—222. Does this complete the test?

A.—No; not with a shop test. The brakes should again be applied after necessary repairs have been made, with a reduction of from fifteen to twenty pounds, and after all brakes are seen to apply properly, the train pipe pressure should be slowly increased as a test of triple piston packing rings.

Q.—223. What would be the effect if these rings leak?

A.—They are liable to cause the brake to fail to release if the pressure is increased gradually. Instead of forcing the triple piston to release, the pressure would feed past the ring and recharge the auxiliary reservoir.

Q.—224. In replacing defective packing leathers with new ones, how should the new leather be placed on the piston?

A.—In such a manner as to bring the rough, or flesh, side of the leather next the side of the cylinder when the piston is in place.

Q.—225. When cleaning and oiling the brake cylinders, what should be done?

A.—The back head of the cylinder should be removed, the spring and piston taken out of the cylinder, the cylinder thoroughly cleaned, the leakage groove cleaned out, the cylinder lubricated, and the piston replaced.

Q.—226. What is the proper and easiest method of replacing the brake piston?

A.—It should be held with the piston head in a horizontal position, the piston rod pointing directly toward the ground, or nearly so. The head and leather should then be inserted in the cylinder at about its center. The packing leather must be held closely formed over the expander ring to enter it into the cylinder and hold the expander in place. Care must be taken not to force the piston at this time, as such force is liable to cut the leather. After the piston has been entered past its center, it may be shoved in as far as convenient, the expander being known to be in place before doing so, and the piston rod kept as low as practicable. Before the piston is raised to its horizontal position, the oil plug should be removed, and when the piston is raised it should be pulled part way out with the same movement, that the leather may not turn in the wrong direction.

Q.—227. When putting in a new packing leather, is it necessary to form it to the cylinder?

A.—No; not if the proper quality of leather, oil tanned, is used. All that is

needed is to warm it for a few minutes to soften the oil or grease absorbed by the leather, which will make it pliable.

Q.—228. Should any other quality of leather be used for this purpose?

A.—No. Experiment has determined that this is the only kind of leather that will answer this purpose satisfactorily. (See pages 159-160, 1895 Proceedings.)

Q.—229. After the piston is in place, how can it be ascertained whether the expander ring had worked out partially or not?

A.—By moving the end of the piston so as to describe a circle of about eight inches diameter around the center of the cylinder. If the expander is partly out of place this cannot be done, as the piston will stick.

Q.—230. How often should the brake cylinders be cleaned and lubricated?

A.—Once in six months.

Q.—231. How often should the triple valves be cleaned and oiled?

A.—At least every six months.

Q.—232. What particular points are to be observed in cleaning?

A.—That the packing ring is not tight in the piston, the feed groove is open, the rubber seat of the emergency valve is in good condition and the stem of that valve straight, that the graduating pin is in place, the graduating spring of the right tension, and the packing ring a proper fit in its cylinder.

Q.—233. Should oil ever be used in the quick-action part of the triple valve?

A.—No; only on the slide valve and piston.

Q.—234. In case truck or other levers are found that are bent or broken and have to be replaced by others, what precautions should be taken before putting on the new levers?

A.—The new levers should be the same dimensions between centers of holes, that they may do the same amount of work as the displaced levers.

D. J. M., Toledo, Ohio. In answer to Mr. Parker's questions in September number I will say:

1. I do consider it most essential that conductors on both freight and passenger have a general knowledge of every part and the operation of air brakes and the train signal.

2. I cannot see the necessity of knowing anything about the internal operation of the different valves unless understanding of the operation of the brake may depend upon it if we would be successful under all circumstances.

3. Yes, conductors ought to be able to locate defects that exist in the internal parts of valves on cars and coaches if the best results are to be obtained and the efficiency of brakes be maintained.

4. I must answer the last question, yes, for it follows that by applying ourselves to the discharge of the conditions in the first questions there must be a betterment.

I am indebted to Mr. D. J. M. for his prompt and hearty response in replying to and expressing his convictions relative to questions 1, 2, 3, and 4 in September number. Mr. D. J. M. is in full sympathy and coincides with the suggestions contained in 1, 3 and 4, but takes some exceptions to No. 2. The position taken relative to the latter is a common one. Air Brake Instructors meet with it on every hand. But usually it comes from a lack of knowledge and proper understanding of the importance that should be attached to the internal operating parts, and the relation they bear to final desirable results when brakes are being ap-

plied, whether in service for ordinary purposes, or in quick action for emergencies; also insuring a certain and prompt release of brakes that is so conducive to smooth stopping of passenger trains and avoiding stuck brakes and shocks on freight trains.

While conductors should not be expected to be able to fully comprehend every defect and failure of internal parts; still, as all operations of same are the result of simple and well known mechanical laws, that appeal to any ordinary intelligence; we believe, that upon this ground railroad companies in general expect that all in train service be somewhat conversant therein. And in addition would say, that an intelligent comprehension of the automatic air brake and train air signal cannot be acquired without the above.

Lack of knowledge of any mechanical device is liable to result in abuse and neglect of same. While intelligence in connection therewith results in care and consideration; without this efficient service is not possible and the investment, in part, becomes unprofitable.

Recently it has been freely acknowledged in railroad mechanical journals, especially in freight train service, that railroad companies are not getting results for investments made to purchase and apply air brake appliances. Not because of any inherent weakness in the apparatus, but because same is neglected. If conditions are to be bettered, then each one whose duties bring them in direct contact with these appliances must contribute their share towards improving and keeping same in serviceable condition.

[TO BE CONTINUED.]

## HER GRANDFATHER.

BY CAPT. GEO. W. BARBER, SR.

I had entered a corner tobacco shop—the only one in the village, apparently—to replenish my cigar case. There was a middle-aged man, quite bald, behind the show-case, to wait on me. There was a young lady at the other end of the store, who turned about as I spoke.

I looked at her in amazement. She was the loveliest girl I had ever seen. As I looked at her the shopman himself came and stood by her side. He looked at me for a moment, and then, lifting his gilt-headed cane, poked me with an air of friendly vulgarity in the ribs. Then I recognized him. It was old George Webster—Uncle George, we used to call him—a man with whom I had once been a brakeman, many years before, when I was a beginner on the railroad and ready to snap at anything to get a start, and he was conductor on the way-freight and accommodation, L. E. & W. Ry.

Old Uncle George, as we used to call him, was a typical old-time conductor, and still wore one of his old blue uniform conductor suits, very shiney silk hat, slightly tilted; clean shaven; bright, twinkling eyes, and a nose which illustrated its own story in colors.

"You boulder!" he roared, boisterously. "Fancy meeting you here in this little dead and alive town! How are you! What are you going to have?"

We shook hands and I glanced questioningly at the young lady by his side.

"You know her," he shouted. "Don't you remember the little girl you used to give sweets to and tell fairy tales; how you was going to wait till she was grown up and then you was going to be her Prince Charming and come and carry her off to your castle to be your little wife and live happy ever after? Of course you remember that."

"Why, bless my soul!" I exclaimed. "Surely it isn't little Rosalind, our little wild Rose, as we used to call her?"

"Are you Mr. Lancaster?" she said, eagerly, with a flash of recognition. And I remember that she blushed with pleasure, and a small, firm, white hand caught mine with a womanly grip which I have

never forgotten. She had been a little eight-year-old when I was about twenty, and we had been inseparable chums during the two years I broke on Uncle George's train. Although she was always known as Rosalind Webster, she was not Uncle George's daughter. He had taken her from a burning car when she was a baby, her father and mother having both lost their lives in the same car, caused by a head-on collision. Some articles of baby's dress were marked in fine embroidery, Rosalind Beauchamp. The bodies of her parents were burned beyond recognition. An advertisement was put in all the papers of the time, stating the circumstances and asking relatives to claim the child, but nothing ever came of it. Uncle George and his wife were childless and legally adopted Rosalind their very own child. Mrs. Webster had been dead about five years, and Uncle George had been both father and mother to the orphan ever since.

We had a long talk. Poor old Uncle George—to use his own expression—was nearly "on his uppers." He was running this small shop without sufficient capital to increase the variety of his stock in trade and thereby secure a profitable business, and so just worried along from hand to mouth in this sleepy town of Knoxville.

"Yes, my boy," said the old man, speaking for once quite naturally, "I've had a good many struggles to keep on my feet. You see I was chairman of the strike committee in 1894. Of course I was blacklisted on every road in the country. I had a few hundred dollars put by for a rainy day, which slowly dwindled away while I was seeking employment. I had even been discharged from a laborer's job on the track, after it became known who I was on pay day, but I've always managed to pay my way. It'll be the first time I've had to bolt. I've had my day."

Then turning to the girl, with tears twinkling in his eyes, he said: "This young lady has a superior education, speaks French, German and Italian; has

a diploma from the Boston Conservatory of Music, with a voice, when perfected, equal to Patti." Continuing, he said: "Why don't you leave me? You'd soon make yourself famous on the operatic stage. I am afraid I've got to the end of the line."

"I shall never leave you, dad," said Rosalind, quietly. "So don't talk like that. We'll go to Pittsburg together and make a fresh start. I am certain to secure a situation as stenographer or typewriter, and as I am rapid at shorthand notes, I shall have no trouble to find a place at a fair salary, it's time I became the bread winner instead of you." In the meantime an idea had struck me. I was staying with J. Gilcain, president of a great railroad system, at the time, whose fine place was but a few miles the other side of Pittsburg. He, too, was something of an old time railroad man, but an aristocratic one, and he and I and a few more, were syndicating a new branch line of road which we were about to build. It occurred to me that if I could induce him, out of good nature, to pay a visit to Uncle George, the sight of his stylish turnout in front of the shop on the corner and a couple of boxes of perfectos being handed out would soon be noised about and the local aristocracy would be sure to follow suit. Besides, I might manage to get Rosalind engaged for our new office as private secretary, stenographer, etc. I broached the subject to Mr. Gilcain when we having an after dinner smoke. "The man who is running that tobacco shop is an old friend of mine, and an old ex-conductor," I said by way of introduction.

"There's never a good first-class cigar to be had in a place like that," said Mr. Gilcain, shortly. "I got half a dozen as fine perfectos as I ever smoked at that same shop the other day." "He's in a bit of a hole," I continued, "The trade is hardly sufficient to support him and his daughter; I wish you would drive into town that way some afternoon and look in on him for a sample of his cigars, everybody would think them good enough to go, too, if you lead the way."

"What's the name of the man?" he asked.

"It's George Webster—not a bad old sort in his way."

"George Webster!" he said sharply, and with a sudden interest. "I know him—he was at Harvard with me, ran through his money, and went to the bad. The man was rather a bounder, always mixed up with strikes, a first-class, reliable railroad man, but as I remember him, an agitator. But there are many worse."

The following day, after luncheon, my old friend, President Gilcain, suggested we should drive into Pittsburg to see the exhibition and hear Damrosch and his famous orchestra, I acquiesced readily, as I knew what it would mean to Uncle George, besides I was anxious to see Rosalind again. I believe our visit had the desired effect and turned the tide of trade in Uncle George's favor, for he told me afterward that he sold out the business at a profit. But more important things followed that visit. When the cigars and wine were going after dinner that night, to my great surprise, Mr. Gilcain returned to the subject.

"Nice girl that," he said laconically.

"Who?" I inquired.

"George Webster's daughter—You're a bit smitten, are you not?" he said, giving me a shrewd look.

"Well," I said evasively, "I don't know about being smitten. She is very beautiful, highly educated, an accomplished linguist and musical talent of the highest order, she is also an accomplished telegrapher, stenographer and short hand writer and altogether very much above the ordinary, and seems to have a sweet disposition." "You mean to say she's the best girl you have ever seen in your life, and that you head over heels in love with her, but don't like to own up," said the old man dryly.

I wondered for a moment if he were joking. But curiously enough he was quite in earnest. The old cynic was almost as much struck by her beauty and manners as I was myself.

"Would you like her to have a place in the new office?" he asked.

"Yes, I should," I answered promptly. "And why not let Uncle George be janitor and door keeper to the private offices, we shall never get a better man." Mr. Gilcain agreed, and then added, carelessly, "I can't understand a man like George Webster having such a daughter."

"She is not his own daughter," I said  
 "Ah, I guessed as much," he said, helping himself to some soda. "What was the name of her mother?"

"Rose Beauchamp," I answered. "I believe she was fairly well known in Pittsburg society in her day."

"I remember her name," he said, and I noticed that as he added a little brandy to his soda and held his tumbler to the siphon his hand was shaking.

"Now, look here, Hubert Lancaster," he said, fixing his keen eyes on mine—and his face was curiously gray and stern—"You are a young man, and I am an old one. My life lies behind me, and is mostly regrets; you have a future, I want to ask you a straight question. Suppose Webster's girl comes in the office with us, and you continue to like her, what is the end to be?"

"I shall marry her," I said sharply. He looked at me for a moment in silence,

with a queer, hard smile wrinkling his kind old face.

"Are you quite certain of that?" he said.

"Absolutely certain," I replied.

"Although she has neither position in society or money?"

"Although she has neither position nor money," I said, warmly, for I rather resented this questioning. I thought he was going to make some further remarks but all he said was "well, good-night, when you are married bring your wife to see me."

Six months later, on the morning that Rosalind and I were married, a firm of Pittsburg solicitors forwarded to us a banker's draft for a large amount as a wedding present. The note which accompanied it merely said that they acted under instructions of a client who had known her mother well, and wished to see us on our return from our honeymoon trip. He was her grandfather.



## INTERESTING INFORMATION.

The Chief of the Treasury Bureau of Statistics has just returned from a brief visit to London, Paris, Berlin, Amsterdam and Brussels, where he went for the purpose of making some statistical studies regarding the commerce of European countries, and especially their commerce with, and their development of their colonies.

"I was greatly impressed," said Mr. Austin, "with the interest evinced in colonial questions at all the capitols which I have visited. Each of these five countries has its colonial department or division, with a thoroughly equipped force, largely made up of men who have had long experience in the colonies of the countries. In England the colonial office at the Home Government interchanges, at intervals, its employes, as far as practicable, with the colony, thus obtaining practical and experienced men in the Home Office and keeping a corps of men in training in the colonies. At the Netherlands, whose colonial work is a matter of pride on the part of every citizen of

that country, the head of the Colonial Department has had long experience in Java, the principal Netherland colony, and one which has been eminently successful. In France the Colonial Department is extremely active, obtaining large numbers of reports from its colonial officers and distributing information by a specially organized bureau for that purpose, and in Germany and Belgium equal interest was manifested.

"Everywhere I found great public interest in colonial matters outside of official circles. In London, for instance, there is a Colonial Institute, composed of several hundred ex-officials of the colonies and others interested in colonial matters, which has a library of nearly 50,000 volumes, and which is in close working relation with the library of the Colonial Department, also containing 50,000 volumes. The members of the Institute hold monthly meetings for the discussion of matters pertaining to the management, commerce, statistics and prosperity of the colonies and their commer-



cial relations with the mother country. At Paris there is a colonial organization with about 5,000 members, some of whom have had experience in the colonies, others are merchants and business men desiring to keep in constant touch with business conditions and opportunities in the colonies and still others who are students of colonial subjects from an economic standpoint. In Germany, although their colonial system is young as compared with those of England, Netherlands or France, the Colonial Association numbers over 20,000 members, scattered throughout the Empire, some of whom are officers and ex-officials, others connected with the army and navy, and many others who are interested in the commercial and agricultural development of the colonies.

"The study of colonial conditions and development of the colonies, both as to products and commerce, is encouraged by all the governments which control territory of this character. The French Government maintains an educational institution devoted exclusively to colonial studies and the training of men for the colonial service; admission to its classes is obtained through competitive examinations, the term of study is three years, and the instructors are men of high standing both in colonial experience and in the study of economics. While the primary object of this institution is to educate men for the colonial service, those who prefer at the end of their term to devote their efforts to the commercial and agricultural development of the colonies may do so. The Netherlands Government also maintains a training school similar in general character, and the English Government has a somewhat similar system for the training of men for service in India and the colonies.

"In nearly all of the countries in question there are excellent and interesting colonial museums devoted to the exhibition of not only the products of the colonies, but also the articles required by their population, and in many cases they are accompanied by admirable statistical statements, showing the growth in production of the principal articles and the growth in exports from, and imports into the colonies. Each of the governments

maintains a statistical service, by which the commerce of the colonies is carefully studied and the share which the mother country supplies of the imports or receives of the exports carefully tabulated, the receipts and expenditures of the colonies and of the Home Government on account of them recorded and the growth of agricultural, commercial and educational conditions noted.

"Especial attention is given in all cases to the ability of the colony to meet the commercial wants of the mother country. Countries which do not produce within their own borders the foodstuffs and raw materials required by their population encourage the production in the colonies of the articles thus required at home, while the countries which produce their own foodstuffs or raw materials look to the colonies for the tropical products which they cannot produce at home, and encourage the production of those articles in the colonies and their distribution in the mother country. The investment of home capital in the colonies is thus encouraged through the assurance given that the products of those colonies will find a ready market in the mother country; the manufacturers and producers of the mother country are, in turn, assured of an enlarged market in the colonies through the increased consuming power which accompanies their increased production and sales, and the general prosperity of the colonies through increased production, larger markets and better roads, railways and improved educational facilities is thus assured."

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Conditions in the Samoan Islands since the transfer of Tutuila and Mauna to the United States and Savaii and Upolu to the German Government, is the subject of a report by the British Consul located in the islands, a copy of which has just been received by the Treasury Bureau of Statistics. The report says:

"The islands of Savaii and Upolu were annexed by Germany on March 1, 1900. Shortly afterwards, on April 17, the United States took possession of Tutuila and Manua. The only export for many years has been copra, largely used for the manufacture of soap and candles, etc.,

goes to the United Kingdom, France, Germany, Russia, Italy, and the United States, principally to the United Kingdom and Germany. One of the first acts of the governor was to protect the natives by enforcing fair weights; he is now endeavoring to induce them to make a better article.

"At the present time cacao is engaging much attention here. At a distance of two or three miles from the sea it grows almost wild, and can be cultivated with success everywhere in Samoa, except, perhaps, on the summit of the mountains where the climate will probably be too cold. The quality is good. Mr. Carruthers' cacao brought lately the highest price in the London market. The governor is introducing plants of the celebrated Soconusco variety from Mexico. Cacao planting should draw the attention of home capitalists. The great drawback is that leases from the natives for a longer period than ten years, are not likely to be confirmed, as the government does not wish to encourage land speculators, and refers any application of this kind to the Berlin authorities.

"Coffee has been a failure. Even the hardy Liberian coffee introduced a few years ago, is now suffering from the same disease that destroyed the Mocha and other varieties. Vanilla and kola promise well. Rubber should also succeed. Bananas and pineapples are shipped occasionally to Auckland, and in small quantities, but the time occupied in transit is too long, and the fruit is often spoiled on the voyage.

"The principal articles imported are Salt beef in kegs and tinned meats, entirely from Auckland; soap, from Auckland and Sydney; prints, longcloth, and other articles of drapery, etc., principally from Auckland and Sydney, although during the last three years merchants

have begun to import from Hamburg many articles formerly brought from the Colonies. Kerosene oil, tinned biscuit, and lumber come from San Francisco.

"The population of German Samoa consists of about 200 whites, 300 half-castes, and 32,000 natives. Imports, therefore, cannot be very large, native wants in a climate like this being limited; but should planting companies be formed, and the land utilized, matters will assume a very different aspect.

"There is more protection for property now than formerly was the case when the islands were under the rule of a native sovereign. The government is conciliating both parties with much success, and at present the relations between the natives and all foreigners, are most amicable. If a rebellion should occur, it would arise out of the disputes between the old conflicting native factions.

"The area of Upolu is 220,000 acres; of Savaii, 410,000 acres; in all, 630,000 acres, of which only 20,000 acres are now being cultivated. One hundred and fifty thousand acres have been sold to foreigners. Commerce would be increased to a very great extent should the land generally be thrown open to improvement by sale or forty-year leases. The price of the land ranges between \$2 50 and \$25 per acre, according to its situation and improvements. An American company lately sold several thousand acres in blocks at from \$2 to \$5 per acre.

"There are several schools in Apia, Roman Catholic and Protestant, in which English services are regularly held.

"The area of Tutuila and Manua is small, perhaps 35,000 acres, much of which is steep and mountainous. Tutuila is seventy miles from Apia. Four thousand and natives are living on Tutuila, and 1,900 on Manua, and about twenty whites and as many half-castes."



## IRONIES.

Stephen Power Otis in Truth.

God gives us light—

Yet in dark mills men toil for scanty bread.  
Or pale-browed women spin out life's thread.  
Sunless, uncheered, from dawn till weary night.

God gives us air—

Yet foul dens, reeking with disease and death.  
Rob helpless little ones of struggling breath.  
While mothers kneel in stony-eyed despair.

God gives us green—

Yet on parch'd roads men strive with eager haste.  
And seeking gold, make beauteous earth a waste.  
Leaving its fairest flowers to spring unseen.

God sends us Love—

Yet cold eyes slay, cold hands thrust Love forth:  
And sad hearts, exiled in Life's frozen north.  
Sow seed of grief, and reap vain tears thereof.

## A HOODOOED LOCOMOTIVE.\*

Locomotive "50" had been in trouble almost from the first day she ever turned a wheel, and her troubles ran the gamut of the possibilities in the locomotive disaster line, from the simple derailment of her pony truck at the yard limit switch, when the passenger was due, to the oft-repeated experiment of two trains running full speed in opposite directions trying to pass each other on the same pair of rails. The innumerable failures of this experiment did not deter the "50," and whenever a headend collision occurred on the South Park, the usual interrogation was, "who was on the '50,' and how badly was she damaged?" For though it always takes two engines to make a headend collision, the record of the "50" was such that without inquiries she was conceded beforehand as one of the two.

Throughout the mountain roads of Colorado she was known as the "South Park Hoodoo," and the sobriquet was well earned. If an engine struck a landslide it was the "50;" anything standing on the track and crashed into by the passenger was sure to be the "50," unless, as occasionally happened, the "50" was pulling the passenger, and herself did the crashing. She had a great reputation as a discoverer of broken rails, and invariably followed the discovery with a plunge into a bed of the mountain ravine, along which the road ran. But out of all these scrapes she would emerge from the repair shop with all traces of her recent disaster removed, but still holding her reputation.

She was one of the many Mason engines purchased by the South Park, and was of the type designated in the vernacular of the road as sewing machines, from having their eccentric gear outside the main and side rods. An odd looking locomotive to eyes not accustomed to them, but certainly popular as a class among enginemen, because of their easy riding qualities. This popularity extended to the "50" until such time as she acquired unto herself the reputation of a man-killer.

It is to be regretted that a complete re-

cord of her sins has not been kept, but such as are at hand will demonstrate that it was no idle superstition that caused a qualm of trepidity to the men when called to make a trip on her, and as the engines were run in the chain-gang system, every crew on the road had a turn with the "50." They knew that, whatever the cause, she had been wrecked more times than all the other engines on the road.

On her first trip she left the rail, through some pretext or other, with a heavy train of ore and on a down grade, and after some days the wreckers found her in the bottom of the canon, the under dog in a pile of debris that had once constituted a train of cars with its lading. They also found "Sam" Willard, the engineer, with his left leg cooked to the knee, where it had been pressed against the boiler head by the coal pile. "Sam" was alive and recovered, but "Bill" Redding, his fireman, had been killed right away, as one of the wreckers expressed it. "Sam" had his leg amputated, and about a year later again appeared for work. It is a strange coincidence that "Sam" lost his left leg on the "50's" maiden trip, and lost his right leg on the same engine on the last trip she ever made on the South Park. "Sam's" last mishap was in a collision where he was about to jump before they struck, but he was caught in the gangway, and his remaining leg was sacrificed. Strange, too, but "Sam" recovered from this, had sticks fitted to both stumps, and ran locomotives on the Denver & Rio Grande and the Rio Grande Western, until, like many another, he went out in the great strike of 1884. He is now proprietor of a drug store in Salt Lake City.

In the interval between her first and last trips on the South Park, seven more men lost their lives on the "50," and as many had been maimed or seriously injured. Her last victim, previous to Sam Willard's second wreck with her, was Engineer John Wiggins, who had both legs broken by the breaking of the back side rod on the engineer's side, which plowed and thrashed through the cab un-

\*Salt Lake City (Utah) Herald.

til the fireman brought the train to a stop. After Willard's last accident the "50" had an extended season in the back shop, and about the time she was ready for the paint, Wiggins reported for duty to the master mechanic. The latter, facetiously inclined, suggested that he wait a day or two and the "50" would be ready, but Wiggins saw no humor in the remark, or at least in the prospect of again getting the hoodoo. He suddenly discovered that he was not so well as he thought, and, departing for home, didn't show up at the roundhouse for a month, calculating that the "50" had had ample time to get into more trouble and be laid up again.

However, Wiggins and all the rest of the South Park engineers and firemen had nothing more to fear from the hoodoo, for about this time it suited the Union Pacific to transfer the traffic to the Denver & Rio Grande. The locomotives, including the "50," were transferred to the then narrow guage Utah & Northern Railway, connecting Ogden, Utah, with Butte, Mont., and passing through Idaho.

This was in the winter of 1885-6, and in the early morning of the 13th of May of the latter year, the "50's" headlight was put out forever in one of the strangest and most disastrous wrecks ever recorded. As stated, the road was a narrow guage, but the management had decided to make it standard, and preparatory to this work was transporting to the north end the new sixty-pound steel rails for the standard guage track. Early in May a brakeman's strike—one of those chronic eruptions that Ed. Dickinson used to say could originate nowhere but on the seventh and eighth districts of the Wyoming division of the Union Pacific—spread to the Idaho division, of which Robert Blickensderfer was Superintendent. Blick, as he was called, "fired" the strikers, and in a few days was operating the road with a new, but for the most part, inexperienced lot of brakemen.

Such were the conditions when, on the night of May 12, 1886, the "50" carried green signals for a triple header as third section of Train 527, the preceding section, like this one consisting of eleven narrow guage cars loaded with steel rails and a caboose. These cars were but

twenty-eight feet in length, and in order to load the thirty four-foot rails it was necessary to remove the brakestaffs. At that period, too, the use of the automatic air was confined to passenger trains, the freights being handled by straight air.

The "50," piloting the "17" and "24," pulled out of the terminal—at that time called Eagle Rock, under which name it acquired a notoriety that the town thought to rid itself of it by adopting the present more romantic name of Idaho Falls. At a snail-like pace the three engines dragged their load up the 3 per cent grade toward the divide which marks the boundary of Idaho and Montana, and about 3:30 a. m. of the 13th were within five miles of Dry Creek, the next telegraph station, with a steep pull before them.

The second section had reached Dry Creek, and there received orders to do some switching, which the conductor, with his two green brakemen, both of whom were making their first trip over the road, proceeded to do. It was necessary to place the eleven cars of steel on a siding, the switch of which at the lower end of the yard had not been disturbed and was still set for the main line. While the men were working elsewhere, the cars, being on a slight grade, and with no brakes, began to move down the hill, and one of the brakemen, noticing it, jumped on the first car to set a brake. As stated, all the brakestaffs had been removed to accommodate the rails, but the brakeman was not aware of that fact, and hoping to avoid a derailment in the yard, he jumped off and ran ahead to the open switch, which he threw for the main line. Then he mounted the cars to set the brakes which were not there, and crazed with the sudden realization of his blunder and its possible consequences, he jumped from the runaway cars and ran wildly into the sagebrush where a sheriff's posse found him four days later.

In the first mile the heavily-laden cars had attained the velocity of an express train on the heavy down grade, but they had yet four miles to run before they met the up coming third section, piloted by the hoodoo "50." A comparison of time made subsequently to the disaster showed that not more than four minutes had elapsed between the time the cars were

run out on the main line and their meeting the up-coming train. The combined weight of the eleven cars and their lading was 450,000 pounds, and at the given rate of speed let some mathematician calculate the force of the impact, allowing a rate of six miles per hour for the up-coming train. The latter could see only as far as the headlight of the "50" penetrated the darkness, and the three engine crews were all unconscious and equally unwarned of approaching danger.

George Flood was engineer of the "50," and Jimmy Clark, a mere boy, was his fireman. George Oram and Billy Purdie were on the "17," and Bert Chapman and Azel Keach on the "24." Jimmy Clark was down putting in a fire when the crash came, and, according to the verdict of the coroner's jury, was "killed in four different places." Every flue in the "50's" boiler was driven back through the boiler-head, through the coal pile, and actually through the two sheets forming the back of the tank, and rails weighing half a ton apiece accompanied the flues side by side. Flood was pinned into the cab and was scalded externally and internally with steam to such an extent that he was considered as good as dead, though the decision was a hasty one.

The crew of the second engine was knocked out of the cab and escaped practically unhurt, though Oram maintains to this day that he was sent flying through the air over his own tank and over Chapman's engine, and that he finally landed on Chapman's tank. On Chapman's tank he was found, sure enough, but that he climbed into it while dazed by the horrible force of the collision, is the general belief. Chapman himself was injured by being thrown out of his cab, but Keach, his fireman, had his right leg caught and smashed to a pulp in the gangway. Poor Azel! He deserved to live, for his cour-

age was superb. Whipping out his knife he cut off the shattered member, thus freeing himself. He then crawled into the sagebrush, and, with his handkerchief and a sage limb which he cut, formed a tourniquet and stopped the flow of blood. Then he composed himself in the cold of the early dawn and awaited the arrival of the relief train. He died in the hospital of blood poisoning four days later. Flood, whose condition appeared so much more serious, recovered, and is still in service on the same piece of track, as are also Oram, Chapman and Purdie.

At the wreck, daylight revealed a sight magnificently terrible. The rails from the runaway cars had wreaked awful vengeance on the miscreant "50," and had she been made the target for a large calibre cannon, her demolition could not have been more complete. There was just nothing left of her but her squatty drivers, and to these, even, the taint of Jonahism attached so strongly that they were condemned, and the "50," with two more victims added to her already long list, was forever marked vacant on the equipment list.

Other rails were shot like arrows for 200 feet from the point where the collision occurred, and after winging their half ton of weight through the air, drove themselves a third of their length into the earth. Not a single car in either train was fit for re-building, and the body of the caboose was sheared off just above the sills. None of the train crew was injured, however, as one brakeman was in the cupola, above the damage, and the other and the conductor were lying on the lockers.

So passed the Jonah of the South Park, and with her going went many a sigh of relief from enginemen who knew her history.



## THE C. J. AND F. K. WRECKING CREW.\*

There was always a cruel and relentless war waging between the C. J. & F. K. Railroad Company and the town of Mani-

kee. Manikee was a small town, but it didn't know it. In its own estimation, Manikee was a metropolis, and it pained

\*Chicago Tribune.

Manikee that the C. J. & F. K. Railroad had not recognized that fact.

Manikee felt certain that the C. J. & F. K. Railroad owed most of its prosperity to the fact that Manikee was on the line. Yet the railroad seemed singularly unmindful of all that it owed to Manikee. Several things had happened to widen the growing breach between the town and the railroad. One of the things that hurt Manikee most, was the running of the St. Louis cannon ball express through the town at the rate of about a mile a minute. If the people of Manikee wanted to go to St. Louis on this particular train, they had to drive six miles south to a town named Hamptonville, the hated rival of Manikee.

Manikee had wailed loudly over what it called the unjust discrimination of the railroad company, and the company had sent a man all the way from St. Louis to explain to Manikee that the reason the train stopped at Hamptonville, was because there was another railroad there which crossed the C. J. & F. K. at grade, and therefore both roads were compelled by the State law to bring their trains to a dead stop at the junction. But Manikee refused to accept the apology. The express stopped at Hamptonville, and therefore it ought to stop at Manikee.

To be sure, there were hardly three persons a week who would have boarded the train at Manikee if it had stopped there, but just the same, the fact that the cannon ball express did not stop at Manikee, made a deadly enemy of the town against the railroad.

The Town Council passed the most strict laws against the railroad running trains through the town at a greater speed than thirty-five miles an hour, and the town marshal, Jake Salters, used to stalk the freight trains like a deer hunter and arrest them every time they left a freight train lying over a crossing for one second over three minutes. When a box car would be left blockading the street longer than the time fixed by the town council of Manikee, Jake would converge on the scene, waving his cane and holding his watch as high as his head. "Surrender, surrender, gul darn ye," the town marshal would command. "Surrender, b'gosh. Ye've kept thet ther' crossin'

clused for four minits, and th' law says ye shall only clus it fer three minits. Come on, darn ye, to jail."

Jake would arrest the conductor of the train and a brakeman or two, if he could find them, and march them down to the office of 'Squire Rubens, where they would be perhaps fifteen or twenty minutes before the station agent could get them released.

One night, three brakemen were arrested for keeping a crossing closed for four minutes. The agent piteously protested that the freight train could not be delayed, but the president of the town board was relentless and the three men were locked up, and the freight train had to wait on the side track until a crew could be sent down from Hilton to take the places of the men held in durance vile. The three brakemen did not remain in jail quite as long as the jubilant citizens of Manikee thought they would. The brakemen got tired of staying in the calaboose about midnight, so they broke down the door and went away on the midnight passenger train. After that, it was hard to keep the railroad men in the calaboose. They had a way of breaking down the door or tearing the bars out of the chimney, that was discouraging.

Finally the town of Manikee voted money to build a new calaboose. It wasn't to be large, but it was to be tighter than a drum, and so constructed that there would be no breaking out of it. It was built within a couple of weeks, as it was not more than twelve feet long, by about ten wide. But it was made of heavy timber and the door was made of oak that would have defied an ax to chop down. There was one little window near the roof, not more than six inches wide and about two feet long, so that even if the iron bars were pulled out, it would be impossible for the slimmest brakeman on the C. J. & F. K. Railroad, to squeeze himself through.

"Now, gul darn ye!" said marshal Salters, as he shoved conductor Tom Donovan and brakeman Jim Rodgers into the hot little hole. "I'll guess yewon't break out of that in a hurry."

"Good heavens!" said Jim as he sat perspiring in the mean little calaboose. "I would sooner be shut up in a smoke



house. If this is what we're going to get as a regular thing in this town, I think I'll hunt another job."

"Well," said the brakeman, "I guess we're up against it, but the worst part of this business is to think of the boys sweltering in this bake oven in summer. What train is that whistling? Guess it must be the wrecking train that's been up to Cerro to put those box cars on the track."

"Jim," said the conductor, suddenly, "if that train stops here, whistle or something and see if you can get Pat Harris, the boss of the wrecking crew, to come over here. I want to talk to him."

The train stopped and the brakeman blew a siren-like note that lured Mr. Harris to the calaboose window, where he had a long talk with the gentlemen behind the bars. Mr. Harris seemed quite taken with the proposition advanced by the conductor.

"It's a go, Tommy," said the boss. "The kellyboose is only about tin feet from the track an' 'twill be aisy. We're a goin' now ten miles beyant an' we'll come back about midnight an' do the trick thin."

At about 12:30 o'clock the wreck train came quietly back to Manikee. The car on which is placed the big crane stood on the track nearest the calaboose.

A jail delivery had been planned, but a jail delivery on a scale that would have

alarmed a hardened jail breaker. The door of the calaboose was too heavy to be readily beaten in with an ax, and besides a few blows would have awakened the town marshal and his vigilant staff, who were quietly sleeping in their homes a short distance down the street. The wrecking boss had a much better plan. The great crane was swung outward by the crew, and the heavy chains dropped down around the calaboose. Then with much squeaking and groaning the calaboose was lifted bodily into the air and deposited on the freight car.

The wonder and consternation in Manikee the next day was something startling. Who had stolen the jail? Of course the railroad company was under suspicion, but nothing could be proved. The town council offered \$25 reward for the return "of the Manikee town calaboose, stolen by unknown parties on the night of May 8th," but nobody appeared to claim the reward.

The disappearance of the calaboose seemed to take the nerve out of Manikee. The town was never quite the same after that. The other towns all about guyed the place until some of the leading citizens moved away. The town council withdrew the blue laws against the railroad, and now the road keeps their trains on the crossing for half an hour if they're so inclined.



## MY DINNER PAIL.

ED. E. SHEASGREEN.

O, there it is, all polished bright—  
My dinner pail!  
It journeys with me every night—  
My dinner pail!  
And with me through the sunny days,  
Along the crooked iron ways,  
Right close at hand it always stays—  
My dinner pail!

I would be lost without it sure—  
My dinner pail!  
For I could not my "sickness" cure  
Without this pail:

And when we're safely "into clear,"  
And till the rumblings I can hear  
Of coming train, that's drawing near—  
I hold this pail.

But as I take the dainties (?) up—  
All dough—or stale.  
And of the restaurant coffee sup.  
From out my pail.

I think about—'tween meat and bun—  
An angel; hope she'll cook things done,  
With which to fill—when we are one—  
My dinner pail!



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### THE FRUIT OF ANARCHY.

The month of September, 1901, has recorded upon its pages one of the foulest deeds in the world's history. Our President, William McKinley, came to his end at the hand of an assassin at Buffalo, New York, while shaking hands with a people among which he knew no distinction of race or color.

William McKinley was a kind and genial servant of the public, a gracious reflector of their judgment and their enthusiasm. His noble deeds will ever be cherished by his countrymen and looked upon as a living monument by coming generations. In the ranks of the immortals he has taken his place forever and far beyond the reach of hate and envy, of bullet and assassin, he stands beautified with Lincoln in the memory of his countrymen and garlanded with the laurel wreath of victory whose leaves can never fade. His life work was devoted to the upbuilding of the country he loved so dearly and everywhere do we see evidences of the great mind that conceived those plans that have been the means of drawing together not only our own people which were separated by sectional lines for so long, but while he dominated our affairs his influence was felt in every civilized country on the globe, establishing the most cordial relations.

His speech at Buffalo enshrined him in the hearts of the workingman and the

common people from whose ranks he sprung. Yet while his words had scarcely ceased ringing in the ears of those who heard him the assassin's shot rang out, and was followed by the words, "I did my duty." There is every reason to believe that Czolgosz was commissioned to commit the crime. It cannot be denied that all his conduct is based upon anarchistic doctrine. He will forfeit his worthless life in consequence of his act, but that matters not to him. He went into the commission fully expecting such an end as will be meted out to him. He has, from the standard of an anarchist, achieved a brilliant success, and his example will be followed by others if possible. Civilization must do all it can to make it impossible. Anarchy must be made infamous with prevention as sure as punishment. All teaching and inciting of murder and murderous doctrines should be punishable with death.

Treason has been suggested as a name for any attempt upon the life of the President or other high official of the United States, but before this could become a fact an amendment to the Constitution of the United States would be necessary, which at present provides only as follows: In levying war upon the United States or in adhering to their enemies, giving them aid and comfort. The right to freedom of speech would also have to be abridged

for no one will deny that the privilege of free press and free speech constitute the very soil in which anarchy thrives. Congress has power to make laws providing for punishment with death any attempt upon the life of the president of the United States, or other high officials, including all conspiracies of a like nature, if it will do so; it has also the power to prevent importation into this country of such persons as are known to hold anarchistic sentiments or who cannot contribute to its welfare. Our institutions are held too sacred to longer permit these infernal red rags to disgrace our land. If the purpose of our laws cannot be subserved without the enactment of Federal laws making anarchy an capital punishment, then let it be done.

Hon. J. P. Dolliver, our Iowa senator, made use of the following vigorous language before an audience in the Coliseum at Chicago, and which will be heartily endorsed by every reader of THE CONDUCTOR :

“The government of the United States has given no attention, and the government of the several states but little, to the activity in many of our cities of organizations, inconsiderable in numbers, which boldly profess to seek the destruction of all government and all law. Their creed is openly written in many languages, including our own, and its devotees the world over do not try to conceal the satisfaction which they take in these deeds of darkness.

The crime of the 6th of September, though evidently committed under the influence if not the direction of others, easily baffles the courts, because, being without the common motives of murder, it leaves no tracks distinct enough to be followed, and for that reason escapes through the very tenderness of our system of jurisprudence toward persons accused on suspicions, however grave.

A government like ours is always slow to move and often awkward in its motions, but it can be trusted to find effective remedies for conditions like these, at least after they become intolerable. But these remedies, in order to be effective, must not invade the sense of justice which is universal, nor the traditions of civil liberty which we have inherited from our fathers.

The bill of rights, written in the English language, stands for too many centuries of sacrifices, too many battlefields sanctified by blood, too many hopes of mankind, reaching toward the ages to come, to be mutilated in the least in or-

der to meet the case of a handful of miscreants whose names nobody can pronounce. Whether the secret of this ghastly atrocity rests in the keeping of one man or many we may never know, but if the President was picked out by the hidden councils for the fate which overtook him, there is a mournful satisfaction in the fact that in his life, as well as in his death, he represented American manhood at its best.

I have studied with some degree of care such literature as the working creed of anarchy has given to the modern world, and in all the high places of the earth it could not have chosen a victim whose life among men made a more complete answer to its incoherent programme of envy and hatred and idleness and crime. Without intending to do so, it has strengthened the whole frame work of the social system, not only by showing its own face, but by lifting up before the eyes of all generations this choice and master spirit of our times, simple and beautiful in his life, lofty and serene in death.

The creed of anarchy, in common with all kindred schools of morbid social science, teaches that only the children of the rich find their lives worth living under our institutions, and therefore in order to emancipate the poor, these institutions must be overthrown. The biography of William McKinley records the successful battle of at least one young man in the open arena of the world, and tells the story of his rise from the little school-house, where he earned the money to complete his own education, to the highest civic distinction known among men. One life like that put into the light of day, where the young men of America can see it, will do more for the welfare of society than all the processions that ever marched behind beer wagons through the streets of Chicago, carrying red flags, can ever do it harm. The creed of anarchy knows no country, feels in its withered heart no pulse of patriotism, sees under no skies the beauty of any flag—not even ours, that blessed symbol now draped in mourning which lights us this time of national affliction with the splendor of the great republic.

\* \* \* \* \*

The creed of anarchy rebels against the state, and with infinite folly proposes that every man should be a law unto himself. It is more mischievous because more pretentious than the common levels of crime, for without disdaining the weapons of the ruffian, it does not hesitate to seek shelter under the respectability that belongs to the student and the reformer.

It ought not to be forgotten that these conspirators, working out their nefarious plans in secret, in the dens and caves of the earth, enjoy an unconscious co-opera-

tion and side-partnership with every lawless influence which is abroad in the world. Legislators who betray the commonwealth, judges who poison the fountains of justice, municipal authorities which come to terms with crime—all these are regular contributors to the campaign fund of anarchy.

That howling mass, whether in Kansas or Alabama, that assembly of wild beasts, dancing in drunken carousal about the ashes of some negro malefactor, is not contributing to the security of society; it is taking away from society the only security it has. It belongs to the unenrolled reserve corps of anarchy in the United States. Neither individuals nor corporations nor mobs can take the law into their own hands without identifying themselves with this more open, but hardly less odious attack upon the fortress of the social order. The words which came spontaneously to the lips of William McKinley as he sank under mortal wounds and saw the infuriated crowd pressing about his assailant, ought to be repeated in the ears of the officers of the peace from one end of the land to the other, in all the years that are to come—"Let no one hurt him; let the law take its course."

The creed of anarchy teaches that popular government is a fraud and that enactments made by the people for themselves are no more sacred than arbitrary decrees promulgated by tyrants and enforced by bayonets. \* \* \*

Anarchy says "Vote no more." The example of William McKinley, who in a public service of more than a quarter of a century, half of it in the field of controversial politics, never once disparaged the motives of those who did not agree with him, nor spoke an unkind word of an opponent, who allowed neither the cares of business nor the fatigue of travel to nullify his influence as a citizen, and never failed at any election to stand uncovered before the ballot box in the precinct where he had a right to vote, already has familiarized his countrymen with the higher ideals of civic duty which dedicate the heart and brain and conscience of America to an intelligent interest in public affairs.

The creed of anarchy despises the obligations of the marriage contract, impeaches the integrity of domestic life, enters into the homes of the people to pull down their altars and subject the family relation, which is the chief bond of society, to the caprices of loafer and the libertine. \* \* \*

The fatal word in the creed of anarchy is "atheism." Until that word is spoken, until all sense of the moral government of the universe and the spiritual significance of human life is lost, it is impossible to conceive, much less to execute, this malignant propaganda against the

rights of mankind. It is not necessary to think or speak unkindly of the noted men, many of them living a life of scholarly seclusion, remote from the practical, everyday problems which confront the police of all countries, who in the last generation have made the most influential contributions to the speculative literature of atheism. I doubt whether their influence will be permanent, either for good or evil.

No man who brings nothing with him except a blind faith in natural laws, which nobody made and nobody administers, will ever find a permanent discipleship in a world like this. It is their misfortune that their works have had the most influence among those who have been least able to understand them. \* \*

We believe that the red flag of anarchy should never again be permitted to float under the same sky with the Stars and Stripes. "Anarchy has its foundations in atheism, which leaves the universe Godless and therefore without government. Only when a man ceases to believe in God does he appeal to murder and ruin. Anarchy does not believe in any judgment or in any consequences eternally attached to an act of wrong. We see its product and result in the loathsome assassin," are the words of Dr. Gunsaulus. "Our civilization is grounded in christianity. It believes in God as the supreme ruler and the ultimate court of justice." That there are anarchists in almost every community will not be denied, but they are extraneous. Their assassination of the President of the United States has no more effect upon the firmness of our institutions than a pea-shooter would have upon the protected sides of the battleship Iowa. The blow aimed at the government fell short for want of power, but struck down one whom we loved; a man of lofty aim, of pure purpose, of mighty mind, of tender heart, of sublime soul—even as the end came bowing his head in submission to the Divine will—"Thy will be done."

His life was, indeed, one worthy of emulation. In the coming years when the eulogist seeks a name to fire the heart of right ambition and teach the truth that real greatness springs from virtue, loyalty and love, he will turn away from those crowned kings and throned monarchs, from dusty archives and fallen nations of the past, to point to our illustrious martyred President whose memory we bless.

## A CODE FOR CAR INSPECTORS.

"The Art of Seeing Things" is the caption of an editorial in *Railway Locomotive Engineering*, and applies to inspectors in yards whose duty is to examine the equipment for defects. Possibly the same subject has come to the minds of every conductor at some time or another during his career, but never until the present has the matter been brought before the Master Car Builders' Convention with a view to testing the perceptive qualifications of men who look after the defects of cars in the yards.

As a matter of interest to our readers we reproduce the article in full:

The Master Car Builders' Association have appointed a committee to formulate a code for the examination of car inspectors. This is an entirely new departure in the way of examinations, for it is not intended so much to show what a man knows about a car as to prove his capacity for detecting defects which might cause an accident if overlooked. It is decidedly a move in the right direction and one which ought to be extended to many other departments of industry.

The appointment of the committee was made as an endorsement of remarks made by Mr. G. W. Rhodes and Mr. W. E. Symons at the Master Car Builders' Convention on the question: "Cannot the general work of car inspectors be improved by giving more attention to eyesight and hearing of the men?" Mr. Rhodes made a strong plea in favor of the habit of observation being more cultivated, and held that cultivating the habit of seeing things was of special value to railway men, particularly to car inspectors. He said that much stress had been laid on good inspection of engines and roundhouses, but how many of us examine the eyes of the men who do the inspecting? It is the same with the selection of car inspectors. Those making the selection are not careful enough to find out if the man seeking the position has the physical qualities to make an efficient inspector—viz., good eyesight and hearing. Mr. Rhodes mentioned a case where trucks were breaking down on the road after being inspected and investigation proved that two of the inspectors had very defective eyesight and could not see dangerous defects.

Mr. Symons directed attention to the practice of employing men as car inspectors when they were unfit for train service through age and infirmities; it was a common practice to employ such men as car inspectors. He sighted a case where an inspector with defective eyesight per-

mitted a car to leave a terminal with 14 inches of a wheel flange gone and it resulted in a wreck which cost \$14,000.

The practice of employing men with defective vision to fill the important position of car or locomotive inspector is no doubt too common, but the greatest evil and that which is most widespread is the employing of men who have normal vision but have no faculty of observation. They go about with good eyes wide open, but they do not see anything in particular. The proper examination as to the fitness of a man for the position of inspector will require him to go over some cars or locomotives in daylight and at night and detect defects which are known to exist.

Our system of education is responsible to a great extent for the lack of observing habits common to most of our population, especially the male part. Our schools and colleges educate too much by the cultivation of memory and too little by the development of the observing faculties. In Europe it is very common to have medical students study botany, not for what they will learn about plants, but for the training the science gives to the observing faculties. Those who have gone through this training say that the study of botany has been very useful in helping them to diagnose difficult cases of sickness. Training that enables doctors to tell what is likely to be the matter with a human being ought to be even more useful in helping the people to diagnose the diseases of an inanimate machine.

Some people are naturally of observing habits, but there are very few with the gifts of Sherlock Holmes among us, but assiduous training will greatly improve the least observing of mankind.

The historian, Macaulay, was said to have such a tenacious faculty for seeing things that by looking into a shop window as he passed he could enumerate all the articles exhibited. That was phenomenal; but something near that accomplishment can be acquired by ordinary people if the tendency of observing things is cultivated. As a rule, women possess better observing faculties than men; but it is not that nature endowed them more liberally with the gift, but that they cultivate it more industriously. A girl who has not reached her teens will return from church and tell what every one of her acquaintances wore, but her brother cannot tell a thing about how his boy acquaintances were dressed. That is not a high species of observing habits, but the cultivating of it tends to lead into higher lines. As a rule, female authors are more correct than men in describing scenes and people connected with their writings, and the origin of it may be the

observing habits cultivated in noting the dress of their friends.

In nearly all departments of industry close habits of observation will increase a person's efficiency. This is likely to be emphatically true with trainmen. It is very important that a locomotive should be thoroughly inspected on finishing a journey and that the enginemmen should always be searching for defects. To do this efficiently, much practice is necessary, and we think that the ability to detect defects ought to form part of the examination for promotion.

Many people who have a natural aptitude for observing things allow the talent to lie latent because they have received no influence to stimulate its use. We once knew a somewhat coarse boiler-maker who did wonders to stimulate the observing faculties of shop boys. This boiler-maker, whose name was Laurie, was engaged on roundhouse work, and he always had a boy helper, who was generally the youngest apprentice. After coming out from the first firebox they had worked in, Laurie would ask the boy, "How many tubes are in that boiler?" The answer generally was that he did not know, as he had not counted them. "How many do you think there are?" would be the next question, and it would be pressed until the boy made a guess, and as it would likely be far from being correct, the boy would be called a numskull and other uncomplimentary names. Next time questions would be asked about other parts of the boiler or engine; but as long as the boy was with Laurie he could depend upon being catechised daily. The result nearly always was that the boy would get to studying details, to be able to answer expected questions, and the habit thus acquired, as a rule, became permanent.

Perhaps there is not one conductor but has experienced results arising out of overlooked defects more or less serious in nature. While we do not wish to enter into unjust criticism against the Master Car Builders' department, we must say that in our opinion the men who constitute the average force in connection with this class of work are not specifically fitted for it. It has been our observation that any man who has served as a common laborer upon the "rip" track for a few months is deemed qualified to perform the duties of inspector. It is true, that among these same laborers we find men peculiarly fitted for this class of work, but as a general rule the majority

are failures. We have in mind men, too, who are considered first class workmen on the repair track, but are a dismal failure when detailed to inspect trains. Why this should be so we cannot tell, but it is a fact, nevertheless, which demonstrates that good workmen are not always good inspectors. There is another class of men who should not be permitted to work in either capacity. Without referring to any of the several incidents of which we have personal knowledge we will relate an incident that occurred under the supervision of a well-known chief inspector, that shows to what ends some men will go to get work off their hands and off the repair tracks. A loaded car was set on repair track for lug bolts and follower bolts. The lug was gone entirely and only three bolts held the drawbar, which was hanging to the followers as already described. A new lug was fastened to the car, raising the drawbar. The bolts that were holding the drawbar were drawn up and in the places of the broken follower bolts pieces of bolts were driven in with nut on lower side to give the impression that a full set of bolts had been inserted from the inside and driven down through the floor in the proper places. Fortunately the deception was discovered by the chief car inspector, who noted the seal had not been broken. Whether many of the defects that are constantly causing disaster may not be attributed to a disposition to slight the work we have no means of knowing; we do know, however, that all men are not dishonest in this respect. Heavily-laden cars with broken sills, cars off center and sand planks dragging upon the rail have all been passed and o. k'd by inspectors within our knowledge. There must be some reason for this. If it is chargeable to lack of vision or faculty of observation then they are unfit to assume the duties and perform the work upon which so much depends.

It needs no proof to convince us that a code for the examination of car inspectors is a step in the right direction and one which should have been taken long ago.



## RIGHTS OF CAPITAL AND LABOR.

The rights of capital and labor is a subject that is drawing into the forum of public opinion men in almost every walk of life. Economists find in it a basic principle upon which the whole superstructure of society rests. It is a subject that is claiming the attention of our most profound thinkers and is provoking discussions between those who maintain different view points. Just why there should be a variety of opinion on the subject is open to conjecture, but if we were to venture an opinion as to the reason we should say it is because so many writers base their arguments upon theory rather than fact, and owing to their ignorance of the practical conditions that surround the laborer, they are inclined to build up a theory that is entirely wrong or which overlooks the real or primary cause of all the differences that exist between capital and labor.

Mr. T. F. Williams in an article on the above caption writes to the Chicago Record-Herald as follows:

In The Record-Herald's "Battle Ground of Modern Thought" have recently appeared many interesting articles on the topic of labor. About all of them appear to have been written from an academic standpoint. As a bona fide wage-earner I venture to offer a few opinions from a wage-earner's view point.

It is said that sometimes even the doctors disagree. It may be noted that my views differ somewhat from that of the crowd. Mark the opposite views of these two observers of a man who is taking the place of a striker. One observer extends his right hand, throws out his chest and says: "There is a free American citizen exercising his right to sell his labor at whatever price it pleases him to accept—a right, sir, that must be protected at any cost." The other observer does not grow "chesty"—not at all. He heaves a sigh from the very depths of his vitals and says: "That poor fellow 'scabs' for the same reason that the prodigal son 'fain would have filled his belly with the husks that were fed to the swine'—he is hungry."

As a wage-earner I would like first of all to say: "God bless our would-be friends, but at the same time save us from them."

The daily papers quite recently printed a letter written by an eminent archbishop, in which that good man emphasized earnestly the preciousness and sacredness of this right of every workingman

to sell his labor for any price that he is willing to accept. Oftentimes when the light of past events is let in to shine upon the present many things are seen unnoticed before. Justin McCarthy in "A History of Our Own Times," tells briefly of the women that worked in the English coal mines fifty or sixty years ago. The women's work was to drag tram cars from one tunnel to another. The roofs of the passageways were so low that they were compelled to work on hands and knees. One end of a chain was fastened to the tram car, the other end, passing between the legs, (the women wore trousers,) was attached to the neck and shoulders. And so they worked on hands and knees day after day, year after year, passing the time of life as in death, under the ground, but with this difference—in death they lie at rest, in life they toiled.

But there was one blessing that was not shut out from them along with the sunshine—the liberty and right to work for any price they pleased—to exercise that "liberty" which the archbishop tells us is precious and sacred. Was there ever an error so damned that specious words could not give it fair outward form, and bigotry blessed with a text? When parliament passed an act finally prohibiting employment of women in coal mines the same old howl about individual rights was heard as we hear it today. Many good people besides the mine owners stood aghast at the idea of the very government "presuming to dictate who they should hire." It was pointed out then, as it often is today, that the workers themselves were uncomplaining; that only the meddlesome agitators were creating the disturbance. But the act was never repealed. Hundreds of these flat-chested, crook-back daughters of Eve, unsuited for other labor, were sent to the workhouses.

It is not the gun, but the bullet that kills. The deadly viper would be a harmless thing but for the poison behind his fangs. A powerful "trust" in its contest with labor would be as powerless as a child but for the poor man that takes the place a striker quits.

A great many legal rights are moral wrongs. Any man has a legal right to be a drunkard. Any man has a legal right to keep his family in squalor and to make life for them an earthly hades. An employer has not the right, not even the legal right, to import a Chinaman or other cheap laborer, but any workingman has a legal right to adopt the Chinese level of living and to pull down his fellow workman, who is struggling to lift himself a step higher on the social ladder, that he may have some of the things that make life worth while.

However, since for one man to take an-

other job at a less price is a right that cannot be legally restrained; since it is a right that must be, and will be protected, even to the last soldier, if necessary, what remedy, from a wage-earner's view, would I suggest? What would I have done about it? Well, the question is a corker. There is probably no specific, but I would like to say that some men are like some horses, they may be led where they cannot be driven.

I would suggest that our would-be friends, the preachers and the teachers, cease their milk and water drivel about liberty, freedom and the flag and preach and teach the eternal truth of things. It is unreasonable to expect an employer to pay more for his help than he has to. It is downright idiocy to expect he can pay more for his help than the profits of his business will warrant.

But under the "trust" system it is now possible for the employer (the trust) to increase wages and shorten the time of labor without cost to the trust. This, of course, within reasonable limits. The trust can compensate itself by increasing the selling price of the product, and so taking it out of the consumer. The consumers are all of the people, and nine-tenths of all the people are wage-earners.

Mr. Williams sees the proposition from the laborer's standpoint, and is inclined to treat the situation in a logical manner. There are many other laborers, who, like Mr. Williams, have long since seen the folly of heaping abuse upon the trusts as a means of redress, but there are those whose short-sightedness makes it impossible to grasp the real situation and they go raving about those things abstract rather than the concrete. If there be such thing as rights they must first be established in the eyes of the law. All the remonstrances against the injustice arising out of the operation of trusts which affect that which we consider personal privilege, amount to nothing unless those privileges and rights are established under the laws. The unjust decision of an umpire cannot be appealed from, and the decisions of our Supreme Court that have defined the boundaries of organization formed for the purpose of controlling certain commodities stands much in the same relation to its subjects. We proclaim the decision unfair and unjust, but we would be foolish to look to the trusts themselves for any advantage.

Augustus Lynch Mason, in the Chicago Tribune, suggests a remedy that seems to our mind the only logical solution of

the problem that laboring men are trying to solve, and upon which we believe the public welfare depends. He says:

To my mind the supreme danger of trusts lies in the concentrated control of industry and capital. Thus the steel trust has twenty-one directors who absolutely control the company, with over a billion dollars of capital, which according to Russell Sage, amounts to one-seventieth of the wealth of the United States. It is said that the bonds and stock of the steel trust may belong to a vast number of people. So also did the land of Europe under the feudal system. It was the centralized control of land which gave the feudal lord such power, and it is the centralized control of industry and of its invested capital in a few directors which is at once the power and danger of the trust.

The injury to the public is not confined to the mere matter of price. I can produce a hundred witnesses who have had dealings with trusts to the effect that even if the monopoly price can be endured, the arbitrary methods of the monopolist in respect to time of delivery of goods, route by which goods are shipped, correction of mistakes in bills, refusal to fill subsequent orders until all prior disputes are settled according to the monopolist's view, the preference of one customer over another, even to the latter's financial ruin, and in a thousand other ways inflict injury upon the public.

Take the case of the employe. If the laboring man expects trusts to pay higher wages because they make more money, let him not be deceived. If a trust have an industrial monopoly, partial or complete, if it is the only employer of certain kinds of skilled labor, how can the employe reasonably expect a benevolent raise of wages from the monopoly? The danger to the laboring man is not confined to the subject of wages. It extends to all sorts of exactions, injustice and oppression. It means that a man discharged by the monopoly cannot go to another employer for work in which he is skilled. There is no other employer.

While the trust can secure a monopoly and force down the price of raw material which it purchases, labor unions have no such monopoly of labor's necessities and always force up the price by competitive demand. Hence the trust and its members have an inevitable advantage over united labor, and that advantage is the result of the corporation charter granted by the state.

The anti-trust laws passed by congress and various legislatures, which prohibit the formation of combinations and monopolies and punish the same with fine and imprisonment, are largely failures, because these laws have simply driven combinations of individuals into single cor-

porations. The anti-pooling provisions of the interstate commerce law and the federal anti-trust law have done more to precipitate railroad consolidations than any other one thing in the history of the business. The attempted remedy made the evil worse than before. Better to have an illegal railway pool, as at common law, with occasional rate wars, than for railroad owners to form giant continental monopoly corporations.

Any legislation against trusts must not only be directed against the evil, but it must be right and just in itself.

I believe that whenever a corporation desires to issue stock or bonds in payment for property or services instead of cash, either directly or indirectly, it should be required to make a showing to the circuit court of the county in which it is located, asking for authority so to do, and the amount of securities authorized by the court to be issued in payment for the property or services described ought not to exceed their fair cash value. The consolidation of corporations and the sale or lease of their entire business or property should have the strictest supervision by the state. It should not be permitted except on application to the circuit court and after showing to the court's satisfaction that such consolidation, sale, or lease will not tend to promote monopoly.

The federal government possesses constitutional powers of the greatest importance for suppression of the trust evil. It has been abundantly demonstrated that a great factor in the growth of monopoly and the suppression of competition is the preference which railroads give to certain customers over their rivals. The federal government has power to extinguish this injustice, just as much as the state has the power to prevent murder. The interstate commerce law has proved to be defective, but there is no valid excuse for the adjournment of any congress without making scientific improvements in that law. If it were made impossible for the Standard Oil Company or the steel trust and similar corporations, by threats,

bribes, or other means, to secure preferences over others engaged in the same business, one of the principal sources of the trust evil would be dried up at its fountain head.

Again, the Interstate Commerce Commission should be given power to fix railroad rates whenever it is shown that the corporation is abusing the power which the people have given it to fix its own rates. I do not think that the railroads and other natural monopolies should belong to the state, but I do believe that they should receive scientific regulation and control. I favor an amendment to the federal constitution giving congress authority to regulate corporations which do business or whose products are manufactured or used outside of the state of their creation, so far as may be necessary.

Let us attack this disease by conservative, just, and scientific methods. Let us neither belittle the evil nor fail in our respect to the rights of property. The task is difficult, but unless it can be accomplished, unless the drift of capital toward concentrated control can be arrested so as to check the growth of monopoly, the time may come when the people will break through all the tangled technicalities of law which have been woven about them and assert once more the natural and inalienable rights of man as a creature of God. Let us avoid such a crisis, because history has for it but a single name, and that name is revolution.

In the main we agree with Mr. Mason and we believe we express the general opinion when we say that the proposition he advocates is the only rational way out of the tangled technicalities the law has woven about us. If those who pose as the friends of labor will exert their efforts along other lines for awhile, giving rest to their bitter attacks and drivel, and take up the proposition of Mr. Mason, it will be an influence exerted in a direction that will do some good.



## THE TRAGEDY AT BUFFALO.

The recent outrage upon our President has called forth many utterances from an excited people that go to show the impulsiveness of the average American to act in an emergency. The assertion of their denunciation of any agency to which such damnable outrages are given inspiration may grow less demonstrative with time, but they will never grow less sincere.

Murder under any circumstances is appalling to the mind, but when a blow is aimed at the executive head of the nation it becomes doubly so, for it not only deprives the community of an upright citizen, as was the case in this instance, but strikes at the sovereign majesty of the nation.

Already arguments are brought to bear that a law must be enacted to banish all

persons advocating anarchy in any shape or form in order to preserve the harmony of our government, and to stamp out anarchy in whatever form it exists. Who can tell to what depth these teachings have taken root and who are its disciples? It strikes us that the means for determining just who these disciples are is about as vague as was the proposition which gave rise to the popular query, "who struck Billy Patterson?" It has been asserted that with few exceptions, all anarchists in this country are foreigners and that the belief is of foreign growth exclusively; that its advocates were born under the more or less tyrannical European monarchies and grew up in conditions that stunted the mind and blighted hope.

That Czolgosz, a native of Michigan, educated in American schools, has been found guilty of revolutionary anarchy, proves that anarchy is not confined alone to aliens as its disciples, nor to those who have suffered under the tyrannical rule of monarchs.

Anarchists would have us to believe that pure anarchy is that ideal form of government which comes with the millennium, when holiness shall be triumphant throughout the world. They tell us it inculcates the philosophical or peaceful abandonment of all government and the regulation of social life by the voluntary co-operation of individuals, and the moral influence of public opinion. In order to hasten this stage of affairs they demand the destruction of all government on the principle that it must by nature be tyrannical, seeking to effect this end through forceful revolution. Such is anarchy, and if the numerous doctrines expounding new beliefs on this and that method of government is constantly gaining new votaries, may we not reasonably expect to find that anarchy has strengthened in numbers in like ratio? Who, then, are those who foster its principles or have been impressed with its teachings? It is a big proposition which proposes to banish all who are anarchists, and reminds us of the adage, "Catch your thief before you hang him." The question is, can the nation or state, or both, suppress the anarchy?

In this connection the Philadelphia

North American has issued the following proposition and sent a copy of the same to our national legislators in all sections of the United states:

Do you favor the following legislation: A law forbidding the entrance into the United States of those called anarchists and believing in destruction, overturning and subversion of established government, and an amendment to the naturalization laws making these principles a disqualification to citizenship?

There was a unanimity of opinion, and from everywhere came the answer, "banish all anarchists!" Senator Donelson of Louisiana expresses a conservative opinion in the North American, which we reproduce herewith:

I think it wise and expedient to prosecute anarchists and prevent others from entering the United States. The naturalization laws ought to be so amended as to exclude them, but such an amendment should be carefully worded.

The people have the right to overturn and destroy their form of government whenever it fails to meet the ends of all just governments, whenever not founded on the consent of the governed or whenever its powers are susceptible of a construction which places the governed under despotism. But individuals banding themselves together to murder rulers indiscriminately should not be permitted to come into our country.

Despotism produces anarchists. A free government like ours, where peaceful remedies for all wrongs are in the hands of the people, ought to be exempt from anarchists.

We must take care lest our republic, by adopting despotic rule, breed the assassin of governments and rulers like some of the governments of the old world.

The words of the president when he sank down after the shot—"Let no one hurt him"—were not alone intended to protect the assassin from bodily harm, but as words of warning intended to reach farther than this miserable miscreant. He intended these words, "Let no one hurt the Constitution, the sacred foundation on which our free government securely rests, and has rested in security since the fathers, sufferers from tyranny and seeing far into the future, in their deep wisdom builded it."

This noble sentiment, uttered in a moment when the heart would naturally turn to condemn so dastardly an act as this, exposes the true spirit and magnanimity

of the man. He heard the violent expressions, so anarchial in themselves that came quick from the heart upon the announcement of the awful crime, and they were perfectly natural. But in the midst of tumult and suffering, and conflicting emotions that only himself knew he saw the danger of having our laws trampled under foot and raised his voice in the appeal, "let no one hurt him."

While the excited expressions that come to us from our national legislators and which din our ears at every corner make us feel in sympathy with any movement that shall forever rid us of these enemies of our government, we feel that extreme legislation may bring a condition that will only increase this evil. America has been the haven for free speech for more than a hundred years. During our normal habits of thought we have permitted the anarchist, the socialist, the single-taxer, the populist, the unionist, the democrat and the republican to express himself fully and freely upon the views he entertained without the thought of making a law that should banish any of them for their beliefs. Shall we now permit ourselves to lose confidence in the stability of our laws and formulate legislation that may hereafter be regretted?

The Chicago Record-Herald says in this connection:

But legislation certainly will not be based on any of the extreme suggestions that have been made, and even the more conservative ones have their difficulties.

We should resent at once a kind of intimation that somehow we have something to learn from governments which deal in drastic laws and produce anarchists by their contempt for the rights of the people. As a matter of fact we have nothing to learn of those governments except an avoidance of their ways. The great lesson they teach us is that anarchy or any other manifestation of popular discontent cannot be prevented permanently by "terrible and inexorable punishments."

We should proceed according to methods all our own, and in every case we should be exceedingly careful to act in conformity with the spirit of our own laws.

Before we begin our campaign against anarchy we ought to define the crime. A mere expression of the belief that the world would be better without governments can hardly be made an indictable offense. Men may hold the most radical

opinions against the present constitution of society, as Count Tolstoi does, and still abhor all violence, and even carry the doctrine of nonresistance by force to extremes. On the other hand a speaker who incites to murder comes within the reach of our present laws, and so do all conspirators and all riotous and seditious assemblages.

Ex-Attorney General Griggs approves the suggestion that any attempt on the life of the chief executive or higher officers of the government be made a capital offense, whether it succeeds or not. As we have indicated before, there is a just sentiment back of this suggestion which discriminates between the man and the office, and a law might be passed to gratify that sentiment. But we doubt if it would have much influence on men who meant to commit murder.

What we need now most of all is a return to our normal habits of thought and to our old confidence in the essential soundness of our institutions. Legislation passed in the temper of much of the comment that has been published lately would be most regrettable.

Henry George says: "The first cry that goes up is to exclude anarchism from this country, to refuse admission to any persons in the least way identified with anarchism in any foreign country. But this presupposes that this belief is of foreign growth, etc."

With the history we have at hand bearing on the origin and growth of anarchy we believe it leaves no question as to the country of its birth. On the other hand a careful study of the history of the United States from the time it was the thirteen original colonies to the year 1886, in which occurred the memorable Haymarket massacre at Chicago, we find no account of them of any consequence. Did these idiotic ideas of government prevail in the minds of the framers of our constitution and come all the way down through these years to break out just now? We guess not.

It is true that our argument favoring a specific knowledge of our language, laws and customs as a condition of admission and citizenship in this country, gets a hard blow in the individual case of Czolgosz, but we appeal to common sense that the average individual who enters any institution, whether social or governmental, with a full conception of its laws, will make a better member and a more loyal citizen than those who come here in

ignorance, to be driven about like cattle, and who imagine that the tyrannical rule of a despotic government still overshadows them.

In our opinion our immigration laws are responsible for the tragedy enacted at Buffalo, and are responsible for daily tragedies that are being enacted, of which no cognizance is taken, in which the poor American laborer is the sufferer. So long as ignorance of our customs and laws prevail; so long as the foreign horde is permitted to land who cannot discern the difference between a free government like ours and a despotic government under

which they lived, just so long we will endanger the safety of our government and the lives of its rulers, and crush the American workingman down to a level with those who are forcing us to live under the worst of conditions.

We sincerely regret the terrible tragedy that has been brought upon us, but we trust that it will inspire us with a proper conception of legal procedure that will serve to protect us and future generations from the enemies of our government and the lepers that poison the minds of the people and drag them down to crime.



### OVERPRODUCTION AND ITS RESULTS.

Under the caption, "Immigration at the Port of New York," the New York Labor Bulletin says in part:

The exceedingly large diminution in the proportion of aliens destined to New York State during the quarter ending with last March would indicate that the tide of immigration has begun a permanent flow from the congested cities of the east and is finding an outlet to less populous places in the interior of the country. Whether the reason for this distribution lies in the fact that the new settlers have become convinced that opportunities for employment in the crowded towns at or near the North Atlantic seaboard have diminished with the constant influx of the varied races from the Old World, or that there is a demand for their labor at remoter points in the United States, is of course conjectural, but a more even distribution of this population throughout the Union is certainly desirable, and if the equalizing process continues it may go a long way toward solving a very knotty problem. In the quarter named 32.5 per cent of the immigrants announced that they were going to live in New York, but while New York recorded a decrease in the proportions, Pennsylvania had a material gain, 27.1 per cent going to that state in the first three months of this year, the major portion taking up residence in the coal regions.

It will be seen that the magnet which is drawing a majority of the foreign element is the prospect of employment in the mines, based on a knowledge of the recent labor disputes which always opens competition. In a table following, the Bulletin gives a tabular statement of avowed destinations of the whole number

of immigrants. The number who avowed Pennsylvania as their destination was 18,930, or twenty-eight per cent of the total immigration.

When we consider what such an influx means to men who are compelled to compete against such odds in the labor market, we can better understand why the condition of the miners is no better. Labor is the same as any other commodity and the law of supply and demand fixes the price of it. At the rate immigrants are pouring into the state of Pennsylvania the over-supply is bound to effect the price of wages. When the wages of the people in any community suffer a reduction that community must suffer also, for the prosperity of every community is largely measured by the amounts contributed toward its advancement in social and industrial improvements. Of what benefit to any community is an influx of people who can contribute nothing to its social or industrial advancement? One stands in about the same relation to the other as the loungers who sit about the store of the merchant who has his shelves filled with goods which they are unable to buy. The life of our industries does not depend upon these men who have nothing to spend. Cheap labor is, perhaps, advantageous for many at present, but there must come a time when reaction in trade must be felt—when we can no longer depend upon foreign trade to take our goods at the



prices we ask; when our own people cannot afford them at home. This, however, does not appeal to the capitalist as an imminent cause for alarm, for without doubt they hope to secure themselves before such a catastrophe occurs, and then, in the language of one of our multi-millionaires, "The people be damned."

We are not assuming to fix the responsibility upon any class of capitalists, however, for the influx that threatens the wage earner. They may be responsible for their presence in a measure, but there are other inducements equally alluring that bring them to our shores year after year, and they will continue to come so long as our laws are such that they are permitted to do so. The qualifications for admission into this country are too lax, as everyone knows, yet loose as they may be they are disobeyed by sharks and smugglers who are engaged in securing the admission of undesirable immigrants.

The following from the Associated Press gives an idea how this traffic is carried on:

An alleged scheme to defraud the government and evade the immigration laws by securing the admission of undesirable immigrants by means of forged papers and collusion between ship's officers and inspectors of immigration has developed. If the story of an inspector, told to Assistant Commissioner of Immigration McSweeney, is borne out in court, there will be a general investigation of departments in the Immigration Bureau in New York City, says the Times. According to the inspector's story, he was approached by an officer of a steamship and told of a scheme to defraud the government, in which he was invited to join. This scheme in brief was that immigrants, mostly Italians, all of the undesirable class, be entered on the ship's books as American citizens and on the voyage provided with forged papers made in Europe with which to carry out their claim of previous residence. For this the immigrants were to pay \$5 each, and sixty or seventy could be landed every trip. The inspector reported to Commissioner McSweeney and was told to acquiesce. He did so, and when the ship arrived on Sunday the immigrants were landed, but never got farther than the pier. The ship's officer was then arrested.

Another from the Chicago Record-Herald says:

Further arrests on account of the smuggling of Chinese across the Mexican border are expected to be made tomorrow.

The secret service officers who are at work on the case report that they expect to have evidence sufficient to justify the arrest of several more officers of the Chinese inspection service, but the treasury department will not give the names of the suspects in advance of the arrests.

In the case of at least one high official the secret service men report that they are fully satisfied that he is implicated, but they have not yet secured evidence that would justify them in making an arrest.

The conspiracy involved men not only along the Mexican border, but also along the line of the railway from Nogales clear into California. It is hoped by the treasury officials that the unearthing of this conspiracy will put a stop to most of the smuggling of Chinese across the Mexican border, which has been going on for several years. The department has known that Chinamen were getting across, but it was not supposed that the very men relied upon to keep them out were helping them in. It was suspected they eluded the officers along the long and thinly settled frontier.

Recently as a means of decreasing the influx from Mexico, the department has refused to allow Chinamen bound for that country to land at San Francisco and other ports and go over land to Mexico, unless absolutely satisfied that they intended to remain in Mexico. None of those who passed through the United States in transit to Mexico stopped off before crossing the border. The railroads carrying them were compelled to give bond, and in consequence every train carrying Chinamen to Mexico carried guards, and the Chinamen were always delivered on the Mexican side of the frontier. Most of them go back into the United States, however.

From the above we can better understand the spirit that prompts the workmen of this country to demand an amendment to the exclusion act, provided against smuggling immigrants into this country. We would like to see them go one better and further amend the act by excluding all who are not able to read the *Constitution of the United States of America*, intelligently in the English language.

Until some law is enacted that requires a specific degree of intelligence in every immigrant that arrives on our shores, thereby making it possible for him to understand the conditions we are striving to better, so long there will exist a strife amongst them in their struggle to exist, which must necessarily grow worse under the existing laws.



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

Auxiliary 141 has been laying off during the summer, but resumed her regular run this month, making two regular runs each month on the 1st and 3rd Tuesdays, and an extra run once a month that we might term our "work train," as it is a social at which we spend the afternoon with some Sister and sew. Sisters York and Drew, our delegate and alternate to the convention at St. Paul, returned, Sister York bringing a very good report of all the business transacted, and Sister Drew a report of a jolly good time. In March, Sister Spearman's mother gave us a large piece of Battenburg to raffle off, our Auxiliary to have half they could make, the other half to be given to the donor. They made about seventeen dollars. The piece was won by our newest member, Sister T. Evans. Our last work social was held at the residence of Sister Buckley, and a neat sum realized. Sister Elder and her family have left us, moving to Liberal, Kansas, where Brother Elder has secured a better position. We were grieved to lose this good Sister, but at the same time are pleased to know they are to do better. Before they left, the members of Auxiliary 141 and their husbands met at the home of Brother and Sister Hoisington, and from there went in a body to pay their farewell respects to Sister Elder and family. Brother Dunning and a couple of our members who have a weakness for ice cream bringing up in the rear. Sister Elder was presented with a silver bread tray. We are about to lose two more of our members, Brothers York and Tromeldorf. They have gone to the new extension of the Rock Island, where their wives will join them as soon as they can secure houses. We wish them success and can cheerfully recommend them to their new acquaintances as good, true women. Sisters Clark and McClelland have almost regained their usual health. We miss these good Sisters when they are absent as Sister Clark is our insurance agent, and Sister McClelland our musician, and it requires so much coaxing for Sister Chittendon to take her place. Sisters Griffin, Dunning and Borders have returned from their summer vacations, all having enjoyed themselves. Sister Cline has been elected guard to fill the chair of Sister Elder. We have one dear little Sister away in Smithton, Pa.; we often think of you, Sister Cruley, and wish you could meet with us again. Sister Kniss, our elected correspondent, has moved away. Her hus-

band got a promotion but I am unable to say where they are located. But we trust soon to receive their address. We wish them success in their new home. We extend a cordial welcome to all Sisters to visit us at our meetings. PRO TEM.  
Chicago, Ill.

**Editor Railway Conductor:**

The cause of the almost twelve months' silence of Auxiliary 11's correspondent and absence from the lodge room, are too familiar with its members to require an apology. She wishes to express her gratitude to the Sisters who stood by her in her trouble. Special gratitude to Sister Ryan, who made the sick room and death chamber of her Sister pleasant and brighter by her cheerful, sunny disposition and her untiring daily visits.

Here is where the teachings of our Order make lasting, beautiful impressions; here is where sweet comfort to undried tears are brought. Here is where the bond of friendship is strengthened by kindly acts that are sweet indeed. Brother Ustick of Division 194 and Brother C. W. Howard of Division 3, were Brothers by kindly deeds as well as in name. In thanking them we only wish, when unavoidable griefs come to them, such kindly acts as theirs be meted back to them a hundred fold or more.

Our last meeting day was indeed a pleasant one. Sister Chumley raffled off a friendship box. The proceeds went to the emergency fund.

On the afternoon of the 11th Sisters Ryan and Stone entertained the L. A.'s and their friends at the former's home, by a lawn party. About one hundred assembled, and though the rain converted it into a house party, everybody had a good time. The solos rendered by Mr. Collins, the recitations by little Miss Helen Katy, the instrumental music by Mrs. Roth and the singing and fancy dancing by her little daughter were interesting features of the day and much enjoyed. Light refreshments were served; delicious cakes were donated by Sisters Linnens, Blainey and Newland. Thanks, Sisters. A beautiful china cup and saucer was won by Sister Kearn as the lucky one of the party. We learn Sister Haberman has been seriously sick, but am happy to say is convalescent. Seven of our Sisters attended the convention at St. Paul, and words are inadequate to express the praise they give the St. Paul railroad people as entertainers. Our delegate returned

with a splendid and interesting report, which showed she was confined to business regardless the gala times. We have had a steady growth of membership this year, and expect to initiate four new members at our next meeting. The cool weather has given us new life and energy. The seven dollar handkerchief raffled off a short time since was won by Brother C. D. Kellogg, worthy Chief Conductor of Division No. 3.

St. Louis, Mo.

CORRESPONDENT.

#### Editor Railway Conductor:

In looking through the columns of THE CONDUCTOR I find I am writing for Division 187, but would say they have their own correspondent, but where, oh, where? Our Sisters have just returned from Elmira, N. Y., where they were attending the union meeting under the instruction of our Grand President Sister Moore, and we trust our Sisters will take Sister Moore's advice and follow more closely the rules and regulations of our Order. They also gave the Oh Why degree to the Elmira Brothers in behalf of Auxiliary 8. I want to thank the Sisters of Auxiliary 80 for their kindness shown us while in their midst. We also extend many thanks to the Brothers of Elmira for the free trolley ride through their beautiful city and its surroundings. One of our Sisters had quite a time before she reached her destination. She left Sunbury at 10 o'clock a. m., arriving at Elmira at 9:30 p. m. While strolling through the streets of Williamsport she forgot that passenger trains do not wait on passengers (especially deadheads.) We had given her up for lost, but to our surprise when we entered the hall, lo and behold, there she sat. Now Sisters, as winter is fast approaching, let us get to work and make our Auxiliary one of the best.

MRS. HARRY RIDDLE.

Sunbury, Pa.

#### Editor Railway Conductor:

Auxiliary 88 held its annual outing at Lakemont Park, and was very much enjoyed by those who attended it. Several of the Brothers took the day off to be of the number, and it was a day well spent. They now wonder why they did not turn out each year to those little picnics at the park which Auxiliary 88 holds. A plentifully spread table presented an inviting appearance to the keen appetites of the railroad conductor, who seldom gets a whole day in the woods to enjoy a dinner of delicacies and substantial. Absent conductors you missed a treat and a day of pleasure. Some Sisters were prevented from attending by sickness and many others were not present for reasons unknown to the writer.

Sister Nolte presented the Division with a cushion and Sister Sherman with a tidy, to increase our treasury. The result proves very satisfactory. Sister Sheaffer brought the largest amount of money, and as a result received the cushion. Brother Rutter secured the tidy. The Auxiliary tendered a vote of thanks to Sisters Nolte and Sherman for their interest and kindness to our Auxiliary. Brother and Sister Myers have a new daughter at their home. Both mother and daughter are doing fine, and soon we hope to see Sister Myers in Auxiliary room. Sister Grove is still

confined to her home, but we learn is slightly improved. Sister Sheaffer has been absent, caused by sickness, but now is feeling better. Sister Eichelberger is in the south at present, but on her return we expect to see her in Auxiliary meetings. We were extended an invitation to be present at the school of instruction to be held in Elmira, N. Y., this month, but sorry to say we cannot be present, but hope they may have a pleasant and successful gathering. Our Auxiliary inspector recommended that Auxiliary No. 88 hold a school of instruction, but our Auxiliary at the present time is undecided in the matter. For the past two years the Divisions holding these schools have given such elaborate entertainment and expensive banquets to visitors, that an Auxiliary undertaking to hold those schools must be well prepared financially. Why is not a part of this expense done away with on occasions like this as recommended by our Grand President, Sister Moore, and all put in on the instruction imparted at these schools, as they are to benefit members of the Auxiliary only, and the opportunity is not always afforded to many of the Auxiliary ladies? We are the Auxiliary to Division 172, but there never comes a word from it to us through THE CONDUCTOR. Cannot any of the members of Division 172 write a letter for THE CONDUCTOR? Sister Dushane has been nursing an injured husband and her neighbor, Sister Sheaffer, is attending to the ailments and injuries of her husband. Neither of the Brothers were seriously hurt, and will soon be at work. Hoping all are prospering.

Altoona, Pa.

MRS. MARY MCCURDY.

#### Editor Railway Conductor:

We feel considerably alone 'way off here and would like seeing our Grand President in California, however, not being able at present to have her come. We were at some expense sending our delegate to St. Paul, and being a small Auxiliary we feel quite alone, as I suppose our Sister Auxiliaries do in this state, and on that account we felt that we should send a delegate to enlighten us. She has returned now with such a good report and informed us our work was all correct. Our next work must be to replenish our treasury. We held a social entertainment on the evening of Aug. 28, our Brother conductors kindly donating the use of their hall on that evening, our talent donating their services also. One of our good Sisters presented us with a hand worked sofa pillow, which was raffled at ten cents a chance. Ice cream and cake were served. It proved both a social and financial success, clearing about \$30. Last week we enjoyed an evening with Sister Allen in her new cottage home, the occasion being the birthday of her husband; also the initiation of a new piano, the birthday gift of her husband. Ice cream and cake were served, and at a late hour, after good-bye's were said and wishing our host and hostess would be spared to make many more such pleasant parties, we took our departure. The last meeting in the month we have a little spread of what our committee wishes to serve, and also a ten cent raffle. Every Sister takes one or more chances on it—this makes food for our treasury. A committee of four is appointed by our president to serve the refreshments and the Sister's names that furnish

the raffle are taken alphabetically. I wish more of the Sisters would write how they promote sociability. We have had a very cool summer, only a few warm days, while we read of eastern states suffering with the heat, we are hunting the sunny side of the house. Through these lines we wish to thank Brothers and their wives of Cedar Rapids, Iowa, for their kind and courteous treatment to our Sister Kellenburger at the time of her trouble during her stay there. Friends in Oakland of Brother and Sister Crable, Grand Rapids, Mich., are wondering if they are forgotten.

Our Order is a noble one; may we each try to do our part, working harmoniously together, ever ready to obey duties and never forgetting our motto, charity truth and friendship.

Oakland, Cal.

CORRESPONDENT.



Editor Railway Conductor:

In my last letter I said I did not know what form our next gathering would take. If I had waited a day longer to finish my letter I could have told you for it was a surprise on your humble correspondent and husband to celebrate our twenty-fifth wedding anniversary. We were too full for utterance. The Rev. Geo. Bailey made us a nice little "railroad" speech and presented a lovely silver fruit dish, from the Ladies' Auxiliary, which we will always cherish with happy remembrances. We hope the Sisters and Brothers enjoyed it as much as we did. On the third of July we were pleased to welcome Sisters Tracy and Miller, of Auxiliary #3, who came to extend to us an invitation to a picnic in Ogden Canyon which we accepted. On the morning of July 10th, we took the car which Supt. Calvin of the O. S. L. had so generously placed at our disposal, and were soon received by our Sisters and some of the Brothers at the Ogden depot, where carriages were in waiting to convey us to the "Hermitage." The invalids were given the "cushing-ed" seats (and we were quite surprised to find how many invalids we had). The robust ones of the party, about twenty in number, came next in the drag, and the rest of the party in the horseless carriage brought up the rear. We enjoyed the drive over the fine road and were soon at the Hermitage. After greeting old acquaintances and making new ones and strolling around the groves, we were ready for the lunch call and showed our appreciation of the good things provided by speedily disposing of them while enjoying the eloquent speech of Brother Korner. We were sorry Brother Jensen's pictures were not good. I am sure he would have had a great demand for them if they had been a success. After a drive to the reservoir we started for home tired but happy, with pleasant thoughts of our Sisters and their hospitality. We have added two to our number since the last letter—Sister Wheelan by transfer and Sister Allie Miller, a new member. Our musician, one of our charter members, has been obliged to leave us. Such are the changes of railroad life. On July 22 Brother Wilkins, G. S. C., visited Division 395, so the L. A. conspired to surprise the brothers with ice cream and cake. We were obliged to take Brother Pilgerim into our confidence in order to gain admission to the reception room, where we had the tables arranged when the meeting adjourned. The Brothers were surprised

and all had a jolly time. At last we have had our G. P. with us. We knew we needed her but we did not realize how much until we attended her school of instruction. I hope we can remember all she has tried so patiently to teach us and surprise her with our excellence when she comes again. Through the kindness of Mr. Calvin seven of Auxiliary 150 were enabled to accompany Sister Moore to Pocatello. At Ogden we indulged in a lunch. At Brigham we invested a few pennies, receiving many peaches therefor, but could find no prunes for Sister Moore. One of the Sisters was so busy greeting friends of her childhood, ranging in ages from fifteen to fifty, that we have been puzzling our brains as to what her age might be. Sister Carrie Moore kindly assumed the task of keeping us awake, for which we offer her our thanks and hope the next trip we take she will be prepared again to act as an entertainer. We arrived in Pocatello at 6 a. m., with the Drumm leading the procession, and after resting a few hours, were escorted to the meeting of Division 209 by two of the Brothers, where we were made welcome. Sister Moore made one of her interesting addresses and several of the Brothers and Sisters made short speeches and we had a social time after dismissal. In the evening we attended the theatre in a body. The next afternoon we started for home, Sister Moore being due in Ogden on the 4th. We were sorry to leave Pocatello so soon and hope to see the object of our visit realized in the near future; also appreciate the entertainment of Division 209. We were glad to have the company of Brother Malloy, of St. Paul, on our return trip. At Ogden we again met Sister Haggi, of Lincoln, Nebr., who had been with us during the school of instruction. We arrived at home at 8.30 p. m., tired but with many pleasant memories. The next day Sister President McCullow, Sister Couton and Sister Ruggs went to Ogden to attend the school of instruction there, and bring Sister Moore back with them. The afternoon of the 6th, we met Sister Moore at Sister McCullow's for a few hours. We took refreshments and surprised Sister McCullow. The latter part of the afternoon was saddened by the news of the shooting of our President. We were sorry to bid our G. P. goodbye; may we all be here to greet her when she comes again.

Ogden, Utah.

ALICE HAVENOR.



Editor Railway Conductor:

Time tells for all things. Let us then be up and doing with a heart for any fate; still achieving and pursuing, learn to labor and to wait. Now that the cool balmy days have come we are looking forward with eager hopes that our membership will be gradually on the increase. At our last meeting we took in two candidates: Sisters Hooker and Henretta, and after lodge was over we had refreshments. Two of the Brothers honored us by their presence and we all had a nice time. We have three applications out and hope by the end of the year that we will still be gaining in membership. While we have had a very warm summer, we have never failed to have a meeting which is the first time since we have organized, which goes to show, for a small Auxiliary, that we are not idle. While we have taken in many new members, it seems to be

our misfortune to lose them, but our loss is some one else's gain, and for that reason we should take renewed interest and live up to our obligations as best we can. The new fast runs that have been put on by the way from K. C. to Coffeville and K. C. to Council Grove, will doubtless cause the removal of some of our members. Many of the Sisters or their families have been on the sick list. Sister Forester, who was quite sick, is now well again. Sister Inskip has returned from a pleasant visit with her mother and Sister. One more member has been added to our insurance list, but we hope that more will take it out in time; but promises are sometimes like pie crust—they are too short. The O. R. C. are taking in some new members and we hope we can do likewise and get their wives. It is some encouragement to the Sisters to know that our efforts are not in vain, for after all we have much to be thankful for, and in my letters I must admit that I may have applied the whip too sharply, yet it has been to adjust the wrong and do the right, but the final 30 has been called and I must go.

Osawatomie, Kas.

MRS. JOSEPH ELLIOTT.



#### Editor Railway Conductor:

Being one of the many that had the pleasure of attending the School of Instruction held in Elmira, N. Y., Sept. 17, 18 and 19, 1901, I feel that it is my duty to unite with others in extolling the efforts of those who so nobly worked to bring about this meeting in our conservative East. We who attend these meetings know they are productive of much good and always feel that the last one we attended was the best. The program for Tuesday was addresses and social greetings, the insurance and parliamentary work. Wednesday, Initiation by Auxiliary 52; other Auxiliaries participating in the work were Auxiliary 9, Auxiliary 47 and Auxiliary 8. Wednesday evening was given to a social time. Addresses by Mayor Flood and Mrs. J. H. Moore, Grand President. Brother Hewitt presented Sister Moore with a beautiful bouquet to which she responded in her usual able manner. The Huntington floor work was then given by Auxiliary 80, and if any of them overheard the comments on their fine drilling I am sure they would all have had swelled heads the next day.

The Oh Why degree was given by the Sisters from Auxiliary No. 8, and created no end of fun for those who looked on. Then came the banquet. Such a feast! Everything they had was only good enough to eat, and eat we did. The next day was given to the discussion of the constitution, question box, etc., also the trolley ride tendered by the Brothers of Division 374. That their kindness was appreciated one had only to look at the seventy odd Sisters who had assembled to take advantage of the same. The many points of interest, Chemung Park, Reformatory, the Heights, etc., were thoroughly enjoyed. Our last meeting was somewhat marred by the terrible calamity which has overtaken our country by the assassination of our

President, William McKinley. Suitable resolutions were adopted to be spread on the minutes of each Division represented and a copy sent to Mrs. McKinley. Our hearts go out in sympathy to the bereaved widow. How she must miss him whose first and last thought was for her. Would that all would emulate the example set in their home life and be all in all to one another, as life is short at the best, and we know not at what hour we may be called. Let us so live that when the golden gates of eternity shall be opened unto us we will hear the welcome mandate "Well done, thou good and faithful servant, enter thou into the joy of thy Lord." Thus ended the meeting. Some of us went on to attend the Pan-American at Buffalo, N. Y., others homeward bound wishing that we will soon have another meeting as profitable and enjoyable as this one was. Much success to all L. A. and O. R. C.

MRS. J. A. REINHART.

Pittsburg, Pa.



#### Editor Railway Conductor:

During all the extremely hot weather of this summer, when the thermometer registered as high as 112 deg., we never failed to have a meeting. Sister Melton, of Jackson, Tenn., was with us at our meetings in April. We are always glad to welcome her in our lodge room. On April 25 Sister Phillips, of Jackson, Tenn., inspected our lodge. She complimented us very highly on our work and made very few corrections. We are always glad when Sister Phillips comes, for she has endeared herself to every member of Auxiliary 121 and always helps us so much. We gave a reception in her honor that evening. In one of the two contests of the evening Sister Phillips carried off the prize. During the evening our President, Sister Wright, in her usual pleasant manner, presented Sister Phillips, in the name of Auxiliary 121, a beautiful silver spoon as a token of our respect and love. Sister P. received it very gracefully and made a nice little talk. We enjoyed having Mr. and Mrs. Melton with us that evening also. At our first meeting in June Sister McKee, our delegate to the convention, read her report, which was excellent. Sister Swartz was with us at our meeting August 8. Sister Shreve, also, about that time. Come as often as you can, Sisters, we are always glad to see you. We received a new member August 27. After initiation we had a social time and light refreshments were served, which were very much enjoyed by all. At our first meeting in September we donated \$5.00 to the Railroad Men's Home. Sister Wamsley entertained the Auxiliary at her beautiful home some time ago. Lovely prizes were given and refreshments served. Our socials are such a help to our treasury, as well as to each one of us. One word to some of our Sisters who do not attend meetings as they should, Sisters, please remember your duty to Auxiliary 121 and let us work in harmony, sharing each other's joys and sorrows, then we cannot help but succeed. We bid all O. R. C. and Auxiliaries God speed in their work.

Centralia, Ills.

TOT



No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

In a recent number of *THE CONDUCTOR* someone deprecated the fact that nothing remained of the important subjects that were under discussion prior to the last Grand Division to comment upon or discuss, and that as a consequence correspondence must necessarily be starved.

It seems that a very wrong view is taken of the condition of affairs as they exist. It is true that the last Grand Division did dispose of several "paramount" questions so effectually as to leave no room for further words on the subject unless they were favorable comments which brevity disposes of to better advantage than a copious flow of words; but the very fact that they are disposed of so effectually only clears the field for a more abundant crop which is sure to follow our pioneer efforts in the direction we have taken.

Perhaps my ideas are not original in the proposition I am about to make but nevertheless there is something in them that I have never heard before. I note by the efforts made by those in charge of *THE CONDUCTOR* that they are trying to lead us along educational lines by the introduction of deeper lines of thought, mechanical and otherwise. It seems plain that their minds have grasped a situation that shows them that we have passed the preparatory stage and are entered upon that progressive stage intended to enrich us in those thoughts that give impetus to any undertaking. We can not longer consider ourselves simply organizers of an institution that is to be. We have reached our maturity and we are expected to show by our work what the old machine will do after so many years of tinkering. We claim for it that it has enlightened the minds of our conductors and broadened the sphere of their usefulness; yet, how many examples have we had that verify this statement? Outside the execution of the details of their every day labors but very few venture outside the lines circumscribing these duties to show the members that their minds have been improved upon those subjects that if elucidated would draw the attention of the world to the brilliant men we have within our ranks. Right here our further progress is blocked until we assume the advanced duties that are calling to us.

I was pleased to note the article from the pen of Brother W. H. Sheasby, of California, in our August number. It is a credit to the Order of Railway Conductors that we have a contributor of

such excellence among our number. We know the woods are full of them and upon such as these depends the progress of the Order in the future. We know, too, that there are many writers whose talents do not lie among broad or economic problems, but there must be hewers of wood and drawers of water in all communities, and their efforts will be appreciated according to their merits. But let us try to break away from this spell that holds us in its toils, making us slaves to a custom that bids us write matters of local interest only. Such letters are not educational, not progressive and not calculated to lift us in the esteem of the world that looks for something substantial from so old an organization as ours. There are hundreds among us who have prepared papers upon one subject or another that have been full of merit. The mind in the preparation of those papers has been centered upon the subject and the most careful analysis has been made that was within the power to produce. Perhaps weeks were spent in preparation, yet when the same was given to an appreciative public there was no regret at the time spent in preparation. Brothers, you are contributing to a public that wants something to read worth reading. There is an old adage that says "what is worth doing is worth doing well." It should appeal to you all that your best efforts are deserving in every line you write to *THE CONDUCTOR*. We have many bright minds within our ranks who are capable of producing meritorious papers upon many subjects that would at once be fit for publication in any of our leading magazines; still, these same men permit themselves to grope along in the narrow groove of a local reporter, occasionally giving vent to a little spirit that lifts them for a moment far above the trail they are following, then descending again to the old cow-path they seem content to scribble a few lines each month and let the editor get sense out of their broken sentences and incomplete ideas as best he can. As many of you as have felt the conviction that the ground is cleared of all underbrush and rubbish and have no further work to do, just roll up your sleeves and prepare to sow the seed of wisdom. The training your minds receive while engaged in this work cannot help but redound to your benefit and those associated with you. It matters not what your subject is so long as it is within the confines of our laws. The field is broad and your talents may be fully exercised without hampering them in the least.



I am impressed that the contributor who signs "A Friend of THE CONDUCTOR" has much talent and could furnish a very able article occasionally if he would take the time to write such a paper on a chosen subject. Such a wide variety of subjects of interest to every conductor exists that there is no doubt but we would be entertained by their efforts. Matters of national and international interest could be handled to exceptional advantage and interest by some of our members whose talent along these lines is indisputable. What we demand is something to make us think; something to mop the cobwebs from our brain and lift us one notch above the horse or mule that knows nothing but gee, whoa and haw.

Now Brothers, this is no visionary dream I am picturing to you. You have worn a saddle long enough. Get the saddle under you awhile you see how it goes to ride. Your papers on carefully prepared subjects are sure to bear good results. Write, if you only write a dozen lines a day, but concentrate your thoughts and bring out the very best ideas you have until you have completed your paper. Such efforts as these must influence for the good of any organization. They must rebound to your personal benefit in the end in a measure that you can but faintly appreciate at present. Let us start the ball rolling, Brothers, and enter a friendly competition who can produce the most meritorious paper for publication in THE RAILWAY CONDUCTOR. MERIT.

Sedan, Ind.

#### Editor Railway Conductor:

You will no doubt be surprised to hear from Division 256, away up here on the Cumberland Mountains, but here we are—this part of Division 256, any way—and for the pleasure and benefit they would derive from the pure, cool, health-giving mountain air I wish they could all be here for a few weeks. We find that it agrees with us right well up here, and with the treatment we are receiving from an osteopath (who is located here just for the summer) we feel hopeful of entire recovery of our injuries, and hopeful that before the busy season is entirely gone I will be able to take my run again.

No. 256 has been rather quiet lately. Too much business. After much trouble and some persuasion our general manager decided to recognize our paid chairman, Brother E. P. Curtis, whose first special duty was to take up the cases of Brothers Turney and Culley, of Division 284, which he brought to a favorable terminus, both of whom were reinstated on their respective runs, much to the pleasure of their many friends.

We understand that Brother W. W. Edwards, who for many years has been in passenger service on the Katy, has been appointed superintendent of the Corn Belt Railway, and that Brother Maurice Cam will likely take a run on that road. Much success to them both in their new field of labor, which we know they will fill with credit to themselves and satisfaction to their company. It is a source of pleasure to see our members placed in positions of trust and affluence. How we wish the big railway corporations would adopt the practice of taking their competent and practical men from the ranks for their trainmasters, super-

intendents, etc. Men who by their life's work are fitted for such service.

Quite a number of us have been at a loss to know where we are at when the Waco division was taken from under Mr. McDowell's supervision. Many of the old men in service, who from long association with Mr. McDowell desired to remain with him, so finally it was arranged that the oldest men in service making application would go on his division, which, I think, settled the affair to the satisfaction of all.

Brother Thurman, who had the Smithville yard, gave it up. He says there is not enough work in it for him. He wants a hard job like the San Marcus gravel pit.

Now is about the commencement of our busy season, and any Brother who is out of employment would find Smithville or Hillsboro a pretty good place to strike. The officials are pleasant and any of the Brothers will take pleasure in assisting you in any way they can.

R. O. COOR-PENDER.

Monteaghe, Tenn.

#### Editor Railway Conductor:

On September 8 Division 249 was twelve years old, and while we were holding a very interesting session our outside sentinel heard a rapping on the ante room door. We were agreeably surprised to find the L. A. ladies were waiting with a free lunch. It is needless to say that meeting was closed without delay, for we all know that when the L. A. gives us one of their surprises that a good time is forthcoming, and unlucky indeed is he who is unfortunate as not to be on hand at that time. After partaking of lunch and ice cream, we were entertained by music and songs by Miss Ella Page, Miss Doran, Brother Supple and Miss Emma Supple and others. Brother French of Division 91 gave us a good illustration of the bashful school boy, which made me think of school days in the old log school house in old Wisconsin.

Business on this end of the Northern Pacific is good. All of the boys are making all the time they care to make with the new heavy engines and the large tonnage trains. Hours instead of miles is the way most of us reckon up our time. We miss Brother J. B. W. Johnston of late at our meetings, as his run keeps him out of town, likewise several other Brothers. Nearly all the boys here are in line. We have had several initiations this year and more petitions to act upon. Division 249 is in good shape and our latch key hangs out to all visiting Brothers that come out this way.

Tacoma, Wash.

O. F. MCCALL.

#### Editor Railway Conductor:

Do you or any of the outside world know where Jonesboro, Arkansas, is located on the map of the United States? I have been looking so long for something to appear in THE CONDUCTOR from this neck o' the woods that I fear we are lost from the other part of the world, from the manner in which our correspondent keeps his lamp obscured. Jonesboro has a good Division (No. 332) of the O. R. C., and has a membership of about 45 souls. Last Sunday we had an extraordinarily large attendance for this Division, and I, for one, was glad to see the boys out. We had one victim

in sight, but he met with an accident—had no Brothers to help him out and did not get here in time for the big show.

The Cotton Belt is not doing a very rushing business at present; reason—too many cars behind one engine (sixty loads or sixty emptys). To make business good we are often compelled to put one or two behind our cabooses—BO., D. Hd. attached. All this trouble is caused by what we call the "Safety Draw Head." To any company desiring a first-class dry weather draw head I can cheerfully recommend this coupler to give entire satisfaction or money refunded. But for rainy weather they are a first-class failure. If any of them come your way, Brothers, look out for them in wet weather. Our Division has just lost one of its best members in the death of Brother B. F. Harrington.

Jonesboro, Ark.

ONCE A YEAR.

#### Editor Railway Conductor:

The sad death of Brother W. B. Greer has cast a gloom over our Division. He was switching his train at Glenwood to get his air brake ahead and was run over and was baldy cut up. Brother M. E. Fitzgerald and his estimable wife from Yarmouth, N. Y., paid us a visit the other day and were taken through the terminal station by some of the Brothers, and they both stated that they saw something that they never will forget. They say it beats anything for a station that they have seen. We had a visit from Brother Hollis the other day, who is from Mexico, who looks better now than he did when he was here as yardmaster at Cottage Farm for the Boston & Albany some years ago. Brother Hollis, you will always be welcome among your old chums who have a warm heart for you. We recall old times when there wasn't so much red tape as there is now. Brother Drawn has left us and we understand he has gone west. Brother McGinn is sadly disappointed that the Independence didn't get a show for the cup at the hands of the committee of the N. Y. Y. Club. If any of the members come around talking about the Lawson boat I see their finish, for he is mad clear through. Brother G. Mapes is looking for the winter months for the ice to form as he is a familiar figure Sundays up at Waymouth fishing, and he never comes home without a mess of some kind.

In perusing the monthly Blind Duplex's letter in reply to mine in regard to a Grand Officer. If he is posted in regard to the work as I understand it the Grand Officers are sent by the Grand Chief Conductor, so you see Brother Baker would do the same as all Grand Officers—go where they are sent. If the Brother attended the G. D. in Boston last time it was here, when Brother Hammond of 157 stated on the floor of the Grand Division that there were eight hundred conductors running into Boston, he would consider that the visit of a Grand Officer is always appreciated. What I did mean was they would be always plenty for him to do. We have a grievance committee appointed to attend to all our grievances, and the work they do is miraculous. We don't have to go to any stone wall to hold our meetings; we have a nice hall and pay good rent for the same. If you don't believe it pay us a visit, and if you would make a visit to Boston in that balloon you speak of I would leave

my profession as conductor and share the gate receipts with you, which would be large, as a good many of us never see a balloon. Brother Daniels is off a couple of weeks down in Maine, and he is filling the market with game. Brother Scott regrets very much the summer is going, because he has passed a good many nights at Casino hobnobbing with the 400 Newport swell society. There is quite a feeling about the B. M. R. R. wanting a charter for another Division, which I hope they will not get. As things are now more harmony will prevail and the Brothers will be better acquainted as we never see some of them only in our Division rooms, and then we get the grand old shake—not milk shake—but brotherly shake, which now prevails.

Speaking about conductors in jail in Mexico, our delegate tells that it was brought up in the Grand Division and Brother Simpson told the grand body that it was not so down where he came from, which you will find in the records of the Grand Division, which is in the hands of your delegate. If such is the case I should think a Grand Officer would know and attend to it at once, which protection they pay for as citizens and members of the O. R. C. [A Grand Officer's presence would not have the effect of materially changing Mexican laws if he did go. Their laws, like our own, must be adhered to, and we have only to imagine the "boot on the other foot" to see what effect it would have.—ED.]

Boston, Mass.

AUTOMOBILE.

#### Editor Railway Conductor:

I hope all the Brothers who find time to read this short letter, will not accuse me of writing for the Fraternal department merely to get my name in print, but this seems to be the only safety valve available for me to relieve my mind and at the same time punish some of the boys I don't meet at junction points. I believe the August copy of THE CONDUCTOR the finest one I ever read, and I hope all conductors will carefully study the progressive treatise of questions and answers of the air brake. I shall never forget my first day with the air brake. Had it not been that some passengers, well posted, came to my assistance, I might have tied up the road by having something to handle I knew nothing about.

This writing finds us at the close of a busy summer, and judging from the number of conductors on regular runs, quarterly reports, and car mileage this has been the most successful season in many years, free from accidents, etc., that generally follow in the wake of heavy summer travel.

I desire to say to all Brothers and especially those in the eastern states, who do not pay proper attention to meeting days, and to all conductors who may have entertained some thoughts of joining our ranks at some future time, that "procrastination is the thief of time;" don't tell us you forgot the day, you never forget the day your check is due, you don't forget the dinner hour. No, then get a thirst for Division meetings—keep it ever in mind. If any conductor wants to know what our noble Order can, and does do, for its members, let him run over here on Long Island. We have the figures. And in closing I might mention, as an encouragement to other Divisions, that we have not

missed a meeting day since early spring, without one or more candidates—and still they come. Yes, the O. R. C. sun in all its splendor and glory is rising in the east. How happy and kind we feel toward one another when warmed by its protecting rays.

Oh, rising sun, in all thy splendor, warm us by thy rays so bright; keep us in thy arms so tender; Thou our shield; by day and night.

Jamaica, N. Y.

L. F. SCOTT.

Editor Railway Conductor:

It has been so long since I have made the slightest attempt to do my duty as correspondent that an apology or an explanation would be more of an effort than I care to attempt. Division 367 is in such a healthy and encouraging state of existence that I have no woe to chronicle, but our general committee is having its regular meeting with the general officers of the I. C. in Chicago, and we hope that our member, good Brother J. North Abbott, will have glad tidings of the result of the efforts of the committee in our behalf. The I. C. has again come to ranks and taken our Junior Conductor, Brother Jas. H. Ashton, and made him general examiner for the Louisiana division on the new rule book, which went into effect September 1st. He held this position with the Southern Pacific some years ago. He is apparently doing the work to the entire satisfaction of his employers. We have with us Brother Jim Wayland, or rather he is now at Quincy, Ill., visiting his family, and incidentally looking over his rule book, as he is to be examined and put to running on his return. We are all glad to have Jim with us, for he is the prince of good fellows and would be popular anywhere. Our two Johns, Brothers Fulmer and Wright, made known, very quietly, to about a score of their most intimate friends their intention of giving up their cabooses and going to firing. So sure was one of our younger conductors that the thing was to come off that he sought Brother Fulmer with great haste and purchased all the pretty pictures, curtains, drapery and handsome bric-a-brac in cab 98,352, but lo and behold! in about a week the two Johns were back on their cabooses. As they give no explanation of their change of heart, there are those of us who believe that the transportation department was loth to give up two such good conductors.

As this is being written on the day of President McKinley's funeral I cannot close without some allusion to him. Why was he so beloved, and why does every good human being in this country so earnestly lament his demise? He was beloved while he lived because he was president of the whole people, regardless of party or locality. He was an impartial president and a wise one. To me the most lovable of his many good personal qualities was his tender care of and beautiful devotion to his invalid wife. He was an honest, courageous, tender hearted, approachable gentleman of the highest type, and above all a conscientious christian. What a beautiful example to follow. We must believe that mankind will be better for his having lived as he did and died as he did. Who knows but that God took him when he did and the way he did, not only that his life might be an example to us and to posterity, but to bring this

people and its law makers face to face in a vivid manner with the canker worm anarchy and their responsibility for its elimination?

To my mind the enactment of such laws as will prevent any public expression either in the press or in public speech, which condemns our form of government or villifies the persons who make up our civil authority, would be a step in the right direction. He who will not yield a cheerful compliance to the will of a lawfully constituted majority is not a good citizen. Our Capitol is continually disgraced by members of the U. S. senate and house of representatives giving expression to sentiments of inflammatory nature, which are little short of treason. One great cause for discontent among the ignorant in our land is that unscrupulous politicians are a owed to appeal to their prejudices and inflame all that is base in their natures by false statements, which incites them to deeds of lawlessness. We of the south have seen much of this with the ignorant and superstitious negro. No man knows what kind of a president Mr. Roosevelt will make, and I have seen some expressions which smack of uneasiness, but he is now my president and I shall continue to hope for the best and believe that he should have the loyal support of every good citizen so long as he shall hold unimpeached his high office.

We are looking forward with pleasure to the time when Brother Shepperd will favor our Division with a visit, and if he will give us a little notice so we can get together we will give him a real southern welcome.

THOS. MCBEE.

McComb City, Miss.

Editor Railway Conductor:

Brother Conductors: Did you ever try to edit a paper, and particularly one relating to the great labor organizations? Did you ever try to write an editorial—just one? Try it some time when you are laying off and note the difference between that and checking up a train. Doubtless some of the kickers never even, in their school boy days, as much as tackled a composition on "snow" or "springtime". Good kickers are all right, but when they get one leg over the traces and the lines, where it ought not to be, they are a bore, spelled with a capital B.

Just now our "what is it" line of traffic is suffering with a congestion. Not of cars, but of space between them, air as it were, or a vacuum caused by the fellows along the line, and those connecting, not shipping anything. There are but four sure thing trains on the pike now between Cincinnati, Seymour and shops, and they go, rain or shine, doors open one hour before performance begins. They are lonely ones too, yet peaceable, for the engineer and conductor don't meet very often now when on duty. Too far apart. They sometimes run a fast one each way in day time, and the same at night, that is when enough tonnage has accumulated to bring two engines into use. They then put two cabooses on rear end, and you have it. In all, nine crews have been taken off. Twenty-seven men have had to give up regular jobs and as many more extra brakemen have gone back to the old place to drink cider and toast their shins by the old fire-place through the winter. Boys, this is a

good place to look for a job, but a "darned" poor place to get one. Keep moving on. A recent letter from W. H. Andrews, at Winslow, Arizona, fills us with a longing desire to meet him on the sandy deserts of that barren country. Says that money grows on the sage brush there and all you have to do is to pick it. Brakemen \$110.00; conductors as high as \$200.00 per month, but don't speak of other high things. Some of our boys are there now,—of necessity—and while wages are good, other things are bad and you will never see them coming back with money to burn. In all, the great depression here has caused many to think seriously of the future. Homes are being broken up, and those with whom we have worked for years, are becoming scattered. Two fruitful causes may be assigned for it, a national shrinkage of business and the increased tonnage. Local freights east out of Seymour pull 1700 tons for a certain distance. Locals west out of Seymour—well they cut them off by the mile—as high as 54 cars. Out of Washington, coming east, they have it reduced to 64. Local men have earned the sobriquet of scabs, because they are hauling 'em all. Yet in the face of this stagnation of business, we have those who are clamoring for a revision of the schedule. We can get it, but there will be many more sore heads than there are now, and they will not only "have to draw upon the bank account", but will be in a position to overdraw it.

Brother Geo. Crawford has the sympathy of the entire Division, in his enfeebled condition. Although the seeds of an incurable disease are sown within his system, he is cheerful. Would that to God there were more George Crawfords in this world. Brothers M. A. Smith, Gates and Gilbert, are on their feet again. The other 80 of us are up and about. Hot Tamales! where are you? With best wishes to all.

C. W. M.

Seymour, Ind.



#### Editor Railway Conductor:

We of Division 223 find a good bit of readable matter in THE CONDUCTOR. I think if the members of our Divisions would read the article "Women Define Auxiliary" in September CONDUCTOR they would attend meetings more regularly and not air their grievances on the curbstone or street corner. It has become a positive fact that the members of some Divisions think the Chief Conductor and Secretary ought to constitute a quorum to transact business from the way in which they act. It is a novel sight to go into the Division room and see the Chief Conductor and his Secretary glaring at each other, listening to hear a footstep on the stairs. I think if the Brothers would stop to consider the matter they would be more prompt in attending Division meetings.

I really don't know whether Duplex understands the situation thoroughly when he suggests 223 had better get their Chief Conductor and Secretary home if they are of such importance; but it would be much more important to 223 if Duplex would suggest some plan whereby members could be made to attend Division meetings. Possibly our Auxiliary members might be able to strike the keynote along some line?

Martinsburg, W. Va.

J. W. RANKIN.

#### Editor Railway Conductor:

At a regular meeting of Division 378, September 15, a preamble and resolutions were adopted denouncing the assassination of President McKinley and expressing sympathy for his loving wife and relatives. We mourn with them in the loss of our friend and President. Every labor organization in this city has passed similar resolutions through their president, Samuel Gompers, of the Federated Trades Unions, including the Machinists' Union. It speaks well for organized labor to be so loyal and patriotic in this hour of the country's sorrow, on account of losing the greatest friend to organized labor that ever sat in the presidential chair. Wm. McKinley was the one President and the only President that ever met organized labor on the level. He sat alongside of our Grand Chief Conductor at Chicago at a called meeting of the four railroad organizations and addressed them on the labor question. He should be remembered in the hearts of all organized railroad men, as he believed in labor organizations. The writer was in front of the Washington Post building on the evening of the assassination at Buffalo and the bulletins were sent to the multitude of people on the streets below when the writer overheard a very pompous and corpulent individual talking in a very loud voice, saying that organized labor was to blame for this. I finally worked my way over among the crowd and called him down in some plain language, more forcible than polite, winding up with telling him that organized labor was the means of keeping down anarchy; also that organized labor got all the reforms for labor that the government employe was now enjoying—eight hours for a day's work, thirty days annually with pay, and several other reforms too numerous to mention. The world is just full of such men as this mouthy individual, thinking he might make a hit to knock on organized labor. Organized labor throughout the country should express themselves against anarchy, then when the Fifty-seventh Congress meets next December our lawmakers will know that organized labor is back of them in passing an immigration law, also a law that will root out all kinds of anarchists from our fair land. We are compelled to pass such laws or the greatest country on earth would be a failure.

Brother Welch, your letter puts me to thinking if our Grand Division headquarters was in this capital city of this great country and one of our Brothers in Mexico should make an appeal for help through our Grand Chief Conductor in Washington, how easy it would be for him to make a visit to the President, stating his case. And all the Brothers believe that he would get a hearing, saying that he would have the Secretary of State attend to the matter immediately. That alone would be cause enough for the Grand Division at Pittsburg in 1903 to move the Grand Division headquarters to Washington, D. C. We will say some great emergency calls for the voice of all organized labor, if all organized labor had their headquarters here, how easy it would be to get returns from the several subordinate Divisions and lodges. Brothers, labor is looking for just such a grand move. There are so many people in this country that knocks on organized labor to the employer that when an opportunity occurs, like the assassination of our President by a confessed

anarchist, that is against labor organizations, they should take advantage of the opportunity to show ignorant people that organized labor is for good government, good wages and organizations, and, as President Roosevelt said the other day to two laboring men that approached him, on asking him if he was not afraid to be stopped, "No, indeed," he replied, "you men are our protection, and the foul deed of Friday will only make you more vigorous in protecting those whom you elect to office." There is a story going the rounds that certain capitalists are considering the building on one square of sixteen legation houses. The idea is to get the foreign diplomats all together. It would be better were they preparing to build the houses around one block and to convert the land of the block thus built around a plaza that in a little while would make Legation Park one of the features of a city which, twenty-five years from now, will be all-in-all the most beautiful city in the world, which, by the end of the century, will be a city of palaces, statues, fountains and works of art that will rival the glories of the ancient world.

Washington, D. C. JOHN DWYER.

#### Editor Railway Conductor:

As the time of depositing our ballots at election is near at hand, I want to drop a few hints as to our duty at that time as I see it from my point of view. In the first place all of us who are citizens should cast our ballot for some principle or purpose; that is our duty imposed upon us by the very fact of our citizenship. Secondly, we should all study to so vote as to best conserve the interest of the largest number of people, who are necessarily the working people.

Now, socialism is the only logical theory that is left for the working people to vote for, and the railroad men who, as a class are constantly feeling the pressure of these enormous combinations and concentrations of capital, should be the first to recognize in socialism the great advantage that would accrue to them by the socialistic control of government. A good many rattle-headed writers and speakers who have not studied the labor question from the socialistic or any other standpoint, have, on many occasions, made statements similar to Brother John Dwyer, of Division 378, regarding socialism and socialists in the September issue. A person should at least make a short study of anything before they condemn it, but I venture to state that the opponents of socialism very rarely make a study of the question involved. A good many members mistake the O. R. C. for a social organization, when in reality it is a terribly earnest labor organization. For the benefit of Brother Dwyer and others who may not know of it I will state that the fundamental principle of socialism is "the public ownership and operation of all means of production and distribution." Now, there is nothing in that that is inimical to our present form of government as Brother Dwyer has intimated. The very fact that we are compelled to have an organization and through our organization fight for our rights is testimony enough for a reasonable man to be convinced that conditions are wrong. The old parties have all along professed to be able to solve the labor question to the satisfaction of the great majority, but they have failed to do so

and are still in the solving business, while the working people are getting the worst of it right along.

As I have said before and will continue to say until it is realized, I claim the public ownership and operation is not only desired, but is right and is the only equitable solution of the labor problem. There is nothing very reasonable in that is there? Brother Dwyer to the contrary notwithstanding. We look upon the curtailment of our rights by private corporations and expect our representatives will find some way to stop it and will then do so. But most of our would be oracles of wisdom seem to forget that Chauncy M. Depew, of numerous railroad companies, and hundreds of others like him in congress, are not legislating for the benefit of any class of working people only in so far as it furthers their own corporation influence and benefits.

We all know of and Brother Dwyer states in his letter regarding the large combination of railroad interests in which competition is reduced to a minimum, the working forces thus materially reduced and by the blacklist or application papers employment is denied honest, upright men who have lost positions on other roads. Now with injunctions, coercion in regard to membership in labor organizations, age limit, physical examinations and hundreds of other restrictions and impositions that are heaped upon the employes, not to say anything about the bribery of state legislatures, officials and judges, coupled with other unlawful and questionable practices that will always attend private ownership, I cannot see how anybody could object to the wiping out of these objectionable and corrupt practices that would surely follow the acquirement of the railroads by the public. We all know that those in public employ (except soldiers who are hired to kill) invariably receive better wages and enjoy better conditions of employment than anyone employed in similar lines by private parties or corporations.

Those who wish may ridicule or oppose public ownership or socialism. But notwithstanding this ridicule or opposition, public ownership and socialism will surely come and it will be forced on us by the centralization and combination of capital and capitalistic interests.

Members in and around Boston can testify to the workings of such combinations because it has shown how the managements can get more mileage out of the men, reduce the number of competing trains and otherwise curtail the number of crews, and in this manner stop promotions and in many instances effect reductions of men who have run trains for years.

Now we may rail at existing conditions as much as we please, but we cannot and will not be able to change the trend of events as long as these large enterprises remain under private ownership and all students of the labor question should not consider their studies in that direction ended until they have investigated the claims of the socialists. In view of many people confusing socialism and anarchy together because of wild statements occasioned by the lamented assassination of President McKinley, I would say, that the two theories, that of socialism and that of anarchy are diametrically opposite. Socialism stands for complete government, public ownership and operation of all industries.

Anarchy stands opposed to all forms of any and every government, and believes in nothing but clear and straight individualism, where there would be no governmental control or influence.

Any one who is inclined to confound the two theories should look up the definitions of socialism and anarchy in the dictionary.

Any one who appreciates the impartiality of operation and the successful conduct of, the police, fire, street lighting, hospital, post office, street maintenance, sewer, health, public safety, school, library, park system, civil service, light-house, life saving, and numerous other public departments, can readily see that public ownership and operation of railroads, telegraphs and other large industries would surely redound to the benefit of the employes and also to the public themselves.

I see our late delegate to St. Paul, from 122, gives me a notice about spouting socialism from a box on Boston Common and he intimates that the police object. Now for the benefit of Brothe: Fitz or rather, "Automobile" these meetings are conducted the same as all public meetings by permit and the police who are public employes are socialists and even though they don't know it, they give us a great argument because they have such fine jobs and get pensioned at half-pay, when they get incapacitated for duty or have served twenty-five years. That is what the socialists want to do for the railroad men and others by having the government acquire the railroads and other industries.

Trustification, combination, centralization and community of capital will force this idea on our members later, whether they will be ready for it or not. I see "X 678" hides his identity behind a nom-de-plume as "Automobile" does, but I will go up to Division 157 one of these days and talk an arm off the whole bunch.

A few practical words and I will close; there seems to be a tendency on the part of a large number of conductors among whom are our members, to live up to rules in regard to transportation, but to practically disregard the more important rules of operation of trains. I have seen conductors who were so anxious to dump a poor hobo or to get a ten or fifteen cent fare that they put their own and other trains in direct peril by failing to observe the fundamental principle of railroad operation, that safety is the first, second and last law of train operation, and that it is better that one hundred should ride free than that one should be injured.

Again I have seen conductors retain flagmen on their trains whom they knew to be incompetent and unreliable and this continue when they should have requested or demanded a change. The purpose of these few last remarks are to impress upon our members the necessity of frequently studying their rule book and time cards, and remembering that a red signal displayed a way, way, back is better to stop a following train than the rear end of a passenger coach or caboose.

Boston, Mass.

W. J. COYNE.

#### Editor Railway Conductor:

In a talk had with our editor a few weeks since, I learned he was especially anxious to bring our magazine up to the highest standard of excellence obtainable, and that he is resolved to leave nothing

undone during the coming year to help all classes of its readers to help themselves to make better, brighter, happier, and more successful, possible, than it ever was before, and with this end in view, he wishes to take the readers of our magazine into consultation, and ask for criticism upon what we are doing, suggestions of ways in which improvements can be made, and new ideas of all kinds which will tend to make THE CONDUCTOR more nearly fulfill its mission.

So far during the past year I understand our friends of the O. R. C. have been good enough to send only words of praise and commendation to our editor. These have been pleasant to hear of course, and are no doubt appreciated and taken in the kindly spirit which has prompted them but what our editor wants more than anything else, is honest criticism even to the verge of fault finding, if you find it possible.

Our editor knows as well as we that self-satisfaction is a dangerous vice, of which we all should never be guilty. Our object, therefore, is to grow, and in the direction which will best satisfy our readers. We ask you, therefore, all friends of our magazine, whether old or young, to give a half-hour or hour of your valuable time to the task of writing our magazine a letter, a thoughtful suggestive letter, which will do our editor and the magazine good to receive, and which will make you feel that you have performed a pleasant duty in helping our editor and your fellow readers of THE CONDUCTOR with your best judgment as to how our magazine can be improved. Write the editor fully, freely, and in absolute candor, knowing that he will not take offense at anything along these lines that you may see fit to say to him. Here are a few of the many questions which I feel sure our editor would like to have answered:

1. What feature of THE CONDUCTOR do you find most interesting and helpful?
2. What class of articles do not interest you?
3. If you were editing THE CONDUCTOR, what feature or features would you omit or insert?
4. What feature do you think could be omitted without serious injury to our magazine?
5. Would you use more or less fiction?
6. What kind of fiction would you use?
7. Do you think a question and answer department especially helpful?
8. Does THE CONDUCTOR give enough variety to suit you?
9. Are the articles too long or too short?
10. Is there too much or too little in our Fraternal Department?
11. Is there anything about THE CONDUCTOR you positively dislike?
12. What features or class of articles do you fail to find in THE CONDUCTOR that you think ought to be there?
13. What new Department or feature would be of special use to you?

In concluding this article let me say, the press of our country keep us familiar with the pictorial features of all the great feats of the world's famous achievements in diplomacy, war, art, engineering, and finance, but there are thousands of minor achievements, such as events, personal incidents, that never see their way into the papers or magazines, all of which would tend to inspire



and even ennoble the lives of our readers. THE CONDUCTOR wishes, therefore, to use all such items, and also make a feature of such pictures in its pages as will result to the most good to its many readers.

It would like to have photographs of our members who have accomplished anything worthy of record, such as saving life from drowning, or saving life by any other means, such as fire, flagging a train, and rescuing passengers from danger, or those who have performed any noble act which demanded unusual courage and presence of mind. Photographs of great engineering feats are especially invited. All photographs should be accompanied by brief but well written particulars, photographs should be clear, well printed, and such only that are suitable for reproduction.

That it will be very gratifying to see a manifestation of interest by all those correspondents who have joined their interests with THE CONDUCTOR in the past, and especially gratifying for our Editor to feel that a more active interest on the part of our older members as well as the new ones, has had much to do with bringing about these good results, and as our magazine forms no mean part in the social part of our organization why not have an harmonious effort for a common good, thereby all touching elbows in one good fellowship.

Many of our Secretaries and correspondents throughout our Order have promised Brother Anderson their photographs for his use when occasion required, but few, if any, have favored him with their portraits.

J. A. KEITH.

Des Moines, Iowa.

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#### Editor Railway Conductor:

The Columbia State has ever been a staunch advocate of industries, and anything else, that would revert to the prosperity of that city, has gained the enmity of the mill owners by the course it pursued in the present strike. It appears that the state was the medium, and not being in favor with the president, solicited information from the directors, and after having the assurance of three directors, that if the union would return to the mills it would be allowed to return to work and no questions or demands would be asked. The state so informed the Textile Union and the workers were there promptly to resume, but were confronted by the superintendent, who demanded an obligation that if they wanted to work they must obligate themselves not to remain a member of the union so long as they worked for either mill in the combine which consisted of the Richland, the Granby and the Olympia and the men promptly declined and the strike was on again in the form of a lock-out with the determination on the part of the men to fight to a finish. The strike is still on and the mills are working as best they can with what force they can control while the old force is scattered over the mill territory working wherever a position can be secured. A condition peculiar to itself is that the mill owners formed a combination for protection, but would not allow the workers to form a similar combination, in other words, capital can combine for protection but if labor combines it must be crushed, it is a singular condition but nevertheless a fact.

The diabolical crime of Czolgosz has filled the country with indignation and sorrow and one hears little else in discussion. We are glad in our belief that no American is so base as to be a party to such depravity. We believe in law and order but an exception to this case is admissible and he should never have been allowed to reach an asylum of safety where he is permitted to pose as a martyr, thereby encouraging that species of notoriety that thrives under the bloody banner of anarchism. Had that attempt been made when the President was in our territory the state would have been saved the expense of a trial and the coroner's jury would have rendered a verdict that would have satisfied all laws, and the cause would have received a shock that would make Emma Goldman and John Most quake in their boots.

The cotton crop prospect has improved materially in the last month and we have the assurance that the yield will not fall far short of an average, for the stalk is strong and well fruited where it has received proper cultivation. The crop is about three weeks late and the receipts are correspondingly small at the marts; for instance, Wilmington received on Sept. 21st, last year, 3490 bales and same day this year only 482 bales. The total receipts for this year are 6520 bales and for last year to date 47118 bales, showing a shortage of 40598 bales for twenty-one days or about two thousand bales a day.

Our last August meeting was a thorough success. We had several new faces and the effect was refreshing, with two applications and one initiation we had food for thought and hope to see the same spirit manifested frequently and our Division will soon be in the fore front. Brothers Harker, Johnson and Clemmons have returned from their summer outing, very much refreshed, except Brother Clemmons who took himself and family to the salt marshes of eastern North Carolina for the benefit of air and mosquitos and is thoroughly satisfied with his success, for the mosquitos, like the air, were exceedingly attentive. Brother McCullough has just returned from Buffalo, where he saw all that was to be seen and more, too. Brother Samuel Carmen is now on a tour of recreation and we hope to see him much improved. Brother Hill is also on the fly but we are at a loss to know where he will light. Brother W. A. Cole, Chairman of Florence Platform Division, has been absent for several weeks and that contingent feels his need. He has been playing monkey wrench over various divisions of the system. We met him recently at Sumter with a Coon excursion bound for Charleston: if he ever returned we have not met him. Brother T. H. Harilee has also been deputized to share with Brother Cole the honors of the excursion season and we learn he is willing for the excursionists to fight provided they keep the door locked so he will not be disturbed. We agree with him. Our meeting on the 22nd was well attended and very much edified by Brother Hunter, who furnished us with a graphic description of his recent experience in southern territory. He told us of the consideration shown him and the kindness extended in every way and we take this method of thanking the Brothers for the assistance rendered to our Brother who strayed from our fold on a wild goose

chase. He is now a wiser and better man and can give us pointers on "a rolling stone gathers no moss." If our dissatisfied Brothers will take Sam's advice they will remain at home and nurse their woes, rather than flee to a section that offers no inducement save the gratification of a delusion and, alas, a realization of a snare! If Carolina's sons would remain within her borders and exert the same energy as when on distant soil there would be no cause to seek pastures new. Remain at home, Brothers, and help to build up prosperity by developing the resources which are absolutely unlimited. Commencing with October our summer meetings are at an end and we meet regularly on the 2nd and 4th Sundays at 2 p. m. where seats are free and your presence welcome.

Wilmington, N. C.

LA FAYETTE.

#### Editor Railway Conductor:

Statement of receipts for the Home during the month of September, 1901:

O. R. C. DIVISIONS.			
NO.	AMT.	NO.	AMT.
22	\$12 00	246	\$24 00
44	5 00		
Total			\$41 00

L. A. TO O. R. C.			
NO.	AMT.	NO.	AMT.
8	\$ 5 00	100	\$ 3 00
12	5 00	105	5 00
17	5 00	114	5 00
47	5 00	121	5 00
80	5 00	139	10 00
93	5 00	143	2 00
99	1 00	147	5 00
Total			\$72 00

B. of R. T. Lodges	36 05
B. of L. E. Divisions	29 00
B. of L. F. Lodges	10 00
L. A. to B. R. T. Lodges	53 30
L. A. to B. L. F. Lodges	43 00
G. I. A. to B. L. E. Divisions	81 00

#### PERSONAL.

Mrs. Slagel, 2 cans pine apple	
Mrs. William Golden, Conemaugh, Pa.	25
R. A. Pontow, member of Division 86, O. R. C.	5 00

#### MISCELLANEOUS.

Sale of old fruit jars	1 25
Sale of veal calf	7 02
Sister Cruch, of San Luis Potosi, Mexico, presented a set of Mexican drawn work doilies to the L. A. to O. R. C. No. 134, which they raffled and sent the proceeds to the Home.	12 50

Grand total.....\$391 37

Respectfully submitted,

MRS. T. B. WATSON.

Highland Park, Ill. S. & T. R. R. Men's Home.

#### Editor Railway Conductor:

The all absorbing topic of the day is the assassination of our beloved President. The last sad rites have been performed and the body of President McKinley lies entombed at Canton, Ohio, his old home. Memorial services were held not only there, but literally throughout the world. The suspension of business in the United States was complete and in every city, town, village and hamlet there were demonstrations to express the sorrow so universally felt. Never in the history of any nation were its people so entirely united in a great grief as has been those of the United States in the presence of this calamity. Never in the history of the world has there been so general or

more sincere sympathy in all of the nations. For the chosen ruler of a great people; for the man whose simple virtues claimed the love of all who knew him; for the victim of a crime unspeakable in causelessness, the people of all lands gave tribute of respect. At the last the honored leader is laid to rest. But the good he has done lives after him. The lessons of his life and of his death are as guiding beacons. As might be expected, all the expressions with regard to the assassination of President McKinley vie with one another in the condemnation of the atrocious crime. They are also practically a unit in demanding that Congress shall without delay provide adequate penalties for this crime in the form of a national statute making the attempt to kill the President, Vice President or any of the cabinet punishable by death, and the teaching of the doctrines of anarchy by imprisonment for life; or, let the several powers purchase an island sufficiently large enough to maintain them and all stand their pro rata share in keeping them secure and thus rid the countries of this dangerous element.

Business on the P. & L. E. was never heavier in the history of the road, as the number of trains it has poured into the Youngstown yards in the past three months has completely blocked the Lake Shore and the Erie roads which get almost an equal share of the freight, and the smoothness in the way our traffic is handled is a marvel and a credit to the management; hence the name Little Giant. In consequence of the above the boys are making good time. Those that were able to stand lots of hogging out last month have earned—conductors from one hundred sixty to one hundred seventy dollars; brakemen, one hundred to one hundred ten dollars. On the way to the pay car last month I was hailed by Brother Butler to ascertain which way, and when I pointed to the pay car he said, "It's no use, you are too late, Fiddle Chin Cooper robbed it by reason of his many hog outs last month." Now don't get mad, Brother Cooper, for the only way to stop such talk is to stop hogging out.

Brothers E. Reese and G. W. Riley have been on regular passenger all summer and still wear the same size hat. Brother Embree is still holding down one of the nigger locals and has the same smile as of yore even though the road is blocked and making thirty-six hour trips. Brother High Side Collins is holding down the opposite side with equal results. Brother M. Ryan is home from the Hot Springs entirely recovered from his malady, having gained nearly fifty pounds in flesh and speaks the very highest praises of Dr. J. W. McClendon, a railroad staff doctor, who he alone attributes the saving of his life, of which they had little hopes for on his arrival, from the fact that he had fallen down to only seventy-eight pounds. Brother Ryan advises all Brothers in quest of health at that place to solicit the aid of this doctor, especially those with slender purses. To the medical and hotel treatment and the kindness of the Brothers enroute, he wants to thank them all through this medium. Our annual election is drawing near and I will have to devote considerable time in electioneering to hold my office as correspondent as there are several strong members in the field after it. I only solicited one pledge

yesterday after being out all day, that of Brother Jas. Edwards. If you want it I will support you, says he. I will tell you something about our next convention city in my next. Any worthy Brother passing this way in search of office can get work here.

EDWARD FUNK.

McKees Rocks, Pa.



#### Editor Railway Conductor:

Division 207 held a special meeting to enjoy the pleasure of meeting and affiliating with Brother L. E. Sheppard, our highly respected and honored Grand Junior Conductor. After the regular routine of business, we were delighted and enlightened by a forty-five minutes discourse by our visitor, who in an earnest and interesting manner gave us a better understanding of the principles of the O. R. C. and also gave us a great deal of good advice, which if followed, will only redound to the honor and glory of us all. He also spoke words of encouragement in regard to the relief fund for the benefit of disabled conductors and gave us an insight into the working of the Conductor's Home. His visit was a source of great pleasure to all who were present, and was attended by all members of 207 who were in Amory at the time, also by a few visiting Brothers from Divisions 175 and 186. Brother Sheppard was only with us from 11:55 a. m. until 4:20 p. m., but in that short time he ingratiated himself with us to such an extent that his next visit will be looked forward to with anticipations of the greatest pleasure. The meeting was attended by Brothers Wells, H. E. Smith, York, Frazier, Kindal, Creagh, Sidebotham and Garrard of 207, and Jno. Connelly of 186 and Brother Castello of 175. C. A. GARRARD, Amory, Miss.



#### Editor Railway Conductor.

July 8th, 1902, will make me a member of the O. R. C. for twenty-five years. I became a member of Division 4 on the 8th day of July, 1877, and I have my certificate of membership with me now, and today as I was looking over some old papers I found what I thought was lost and the old members of the O. R. C. can fully realize how glad I was to find this old certificate of membership. The O. R. C. now was then the Conductor Brotherhood and printed upon the face of this old certificate of membership is clasped hands, perpetual friendship and a "little red caboose behind the train," although the train is not visible, with Chas. H. Norton, C. C., and M. B. Hamble, R. C. I became a member of Division 4 while I was conductor on the Chicago & Northwestern R. R. Co., in charge of a construction train which laid over nights and Sundays at Marshalltown, Iowa, and being a young conductor not up to the tricks of the older conductors, I was an easy victim for these old Iowa Central boys, and methinks now they had it in for this C. & N. W. R. R. boys and to tell you that they hit me—hit hard—don't do them all justice. But I took it like a man with the thought that I would have some fun some day, myself, and the lesson I received I will never forget; to tell you the truth I was almost done for. You see us C. & N. W. R. R. men were on a smooth track always with a down hill pull and those Cen-

tral of Iowa boys went in the ditch at any old time and became used to such jabs. But I forgave them years ago and God bless them all is my prayer. I joined Division 4 because there was not a Division at Clinton or Belle Plaine, and by so doing I have always made the claim that I was the first member of the Conductor Brotherhood, or virtually the first O. R. C. member west of the Mississippi river on the great Chicago & Northwestern route; and this being a fact, I assure the O. R. C. that I am very proud of this honor; and as soon as Division 33 became a Division I took a transfer to that Division. The finding of my old certificate of membership today made me stop and reflect over the past twenty-four years and come up to the present time, and in so doing I try hard to pick out the good things that our order has done in the past for its members. Of course our insurance is very good and stands upon a solid foundation and has been a Godsend to many of our Brothers and their estimable families; our card, with a friendly and brotherly greeting, is grand, even sublime, but my Brothers do we not want more than this? It has been my idea for the last twenty years that all kinds of labor organizations were on the wrong track and when C. S. Wheaton was Grand Chief Conductor of our order I tried very hard to have him put a law in the By-Laws requiring every member of the O. R. C. to save from his salary every month and put in banks to his credit not less than 50 per cent and I assured him that after our members had saved 50 per cent of their salaries for two years the battle was won, and at the expiration of ten years the O. R. C. could build a railroad if they wanted to, and the members would be stockholders and owners of said railroad. Mr. Wheaton then asked me what way we could make a Brother save one-half of his earnings. I told him to give every Chief Conductor of every Division the right to know and if any Brother did not live up to this law when he could do so, to expel him from the Order until he would live up to the law. The idea, Brothers, was to make men save and lay up something for a rainy day and above all a labor organization will never amount to much until the members of such an organization do something to create capital or money to go with their labor, and labor organizations will never be in a position to only say "Good morning" to capital until each member of any labor organization has saved at least 50 per cent of their salaries for two or five years. Then when they want anything that they should have, they can demand it, and when capital understands that labor can live for twelve months or longer without working, capital will be ready at once to do the proper thing. But when capital can sit back in his easy chair and say truthfully that labor will all be back in thirty days as hunger will starve them back, then why do we not do something that will benefit our cause? When men save 50 per cent of their earnings it makes them better men, better husbands and better citizens, and I can plainly see now that had Calvin S. Wheaton made such a law twenty-four years ago the old members of the O. R. C. would not wanted a home created for them because they would have had a home of their own. They would not wanted a reserve fund put to one side for their benefit, because they would have money in the bank and property, and

they would not be compelled to stand a list of standard rules adopted by all railroad companies, viz., hear a watch tick three feet away and see and tell the color of flags when they are placed before you when all officers of railroad companies know as well as any one that men in all stations of life lose their sight and hearing to some extent between the ages of forty and fifty years. But if there is a business upon this earth that can do well with partially deaf and blind men, it is railroad companies. Imagine the noise of a train or one car or engine as it goes by you, or the whistling of an engine. Oh, for shame! This is only an excuse to get rid of men whom the railroad companies have broken down and worn out, and because the old man can't stand the test or examination that the railroad company requires, the people all think the railroad company is justifiable in putting this old faithful man out upon the streets to do the best he can. Now, Brothers, don't read this article and say "Oh, pshaw!" But think along these lines that I mention here and when you go to the Grand Division bring this question up for discussion and there and then formulate a plan that will make your brothers save a part of their earnings. I spoke to an old O. R. C. member the other day and told him what my ideas were along this line twenty-four years ago, and he looked at me with tears in his eyes and said, "My God, Hansell, if they had done that twenty-four years ago, I could and would have retired ten years ago." But his money went and with it his strength and manhood and now if he gets a crossing to flag or engine to wipe to keep the wolf from the door, he will be in great luck. And now in conclusion I will only say that my O. R. C. home is Division 33, Clinton, Iowa, and I hope to let my membership remain there, because I am getting old, my railroad days are about passed, and in that beautiful cemetery at Clinton, Iowa, some fifteen years ago, I laid away in the silent grave, my beloved wife and sweet baby boy, and I trust when my time comes to cross over to the other side, there will be enough of the old conductors with the assistance of the young O. R. C. men to meet my remains and take and place beside of those I love.

WILL M. HANSELL.

Springfield, Mo.

#### Editor Railway Conductor:

Division 310 is in a prosperous condition and taking in new members at all meetings. Since writing you last one of our most esteemed Brothers got shot by a cowardly negro and has had a hard time of it, but I am in hopes he will get well. And it is a mystery to me why any one would shoot Brother Alfred Perr, as he has always a smile on his face and a good word to every one and no possible chance of having an enemy in the world. And let us pray for his speedy recovery and keep our Gatling guns well oiled and ready for No. 2 on such dastardly scoundrels as would shoot down a man when he is laughing. Well, Brothers, the time has come for us to fix up our sanatorium, where the sick Brothers and their families and friends can come and recruit up and enjoy our good fishing and bathing and boating. Now, if the Brothers will come and live off of our rich sea food, as we prepare it here, and remain with us as much as we desire him to stay and don't leave

here feeling like a sixteen-year-old, though he be sixty, he can eat my old hat.

Glad to learn that our worthy Chief Conductor is having a good time and recruiting up and getting in good shape to tackle our long runs and heavy tonnage, and are in hopes he may be able to keep us on the easy side of the grade for a long time to come, and with best wishes to the Order and long life to the members. TROUT EATER.

Orange Grove, Miss.

Q

#### Editor Railway Conductor:

The September issue of THE CONDUCTOR is at hand and its contents brim full of entertaining and useful information, the editorials exceptionally meritorious and well worthy the effort of an older scribe, and is a pen picture of what a man can accomplish if his heart is in the work, even if he has given some of the best years of his life to the arduous task of successfully manipulating a sixty-car freight train. The editorial under the title of "Plain Duty," while its language will be knotted whip-cords to some, are plain facts, and it is high time that we cease to deal with dereliction of manly duty in honied words and homeopathic doses when stronger medicine is needed. Brothers, we have the remedy at hand; let us apply the law in its literal meaning in our local Divisions and there will arise Phoenix-like from its ashes, a moral wave of reform cyclonic in its action, and purifying in its effect. I know I will be criticised by a good many, who will say this is not charity, but your theories of charity, from my standpoint, are false. You advocate the old doctrine of don't kick a man when he is down. Very good. But let us see. When a man violates the laws of his state, does the state excuse? Oh, no! My Brother; but it says you have disgraced the state by being a law-breaker, and you must pay the penalty. So our laws are our only safe-guard, and he who breaks them should pay the penalty. The influence of and interest in our Order is greater than of a few of its members. A cold and unsympathizing world is looking on, and if we give license to drunkenness our influence is soon gone.

I wish we had more members who had a hobby, such as Brother W. H. Thomas, of Topeka, vis: to make better conductors, and I do not know of any way we can help them more than to help them to have a more dignified conception of their profession.

Brother Thomas admits this to be his first letter to THE CONDUCTOR. Brother Thomas, please excuse me, but with my personal knowledge of your great love for our Order, and with the evidence over your own signature, of how your big heart fills and thrills, I feel like preferring charges against you for unbrotherly conduct in keeping silent through all these years. Come often, Brother Thomas, your letter was worthy of the effort and you don't know how your pure life and noble influence may help tear away the debris from some other Brother's life. I wish every member of the Order would read the first fraternal letter in September number from Sedan, Ind., under the nomdeplume of "Merit." His letter is prophetic of what will transpire in the next decade, and if there are members not qualified they had better get aboard, for the Merit train

oming; you can almost hear the rumble of her  
 els. If you are not qualified you better spend  
 your nights at home burning the midnight oil, and  
 quit playing with politics and trying to be butter-  
 flies in society. Your pursuit in life wholly unfits  
 you for either place. Merit, please show your  
 love of the Order. Throw away your disguise and  
 tell your name. You are worth knowing. Brothers,  
 if we need a model to pattern after from an  
 earthly standpoint to assist us in being better men  
 where a better example than he, for whom the  
 civilized world has been in sackcloth and ashes for  
 the past ten days? Whether from standpoint of  
 duty to parent, his great love for country, or as  
 ardent lover down to the period of finished diplo-  
 mat in the death struggle, there goes out from  
 that great life a fragrance that teaches forgive-  
 ness to our enemies, destroys the doctrine of in-  
 fidelity and teaches a reality in the religion of  
 Jesus Christ, pure and indisputable, that will be a  
 benediction to millions yet unborn, and if, through  
 his death, awful as the sacrifice was, there shall  
 come to the nation higher conception of patriot-  
 ism, greater love for God and his fellow man and  
 the complete destruction of those isms that have  
 made the old-world kings tremble and their  
 thrones totter, he will not have made the sacrifice  
 in vain. R. B. EVANS.

Ft. Wayne, Ind.



#### Editor Railway Conductor:

Having seen nothing from Division 409 I take  
 this opportunity to inform the Brother readers we  
 organized in January last. We now have a mem-  
 bership of twenty-five. Brother W. B. Henderson,  
 our delegate to the convention, is now on the  
 A. T. & S. F., at LaJunta, Colorado, and in the loss  
 of him No. 409 has lost one of her main stays, but  
 still we are moving along. Quite a little dissatis-  
 faction among the boys in general exists about  
 heavy trains and no overtime, but we have a good  
 road-bed and good rolling stock, good engines and  
 good cabooses. The old box-car caboose is a thing  
 of the past. Nearly all now are of the cupalo type.  
 I would advise any Brother looking for a location

not to try the C. & E. I., for they are sure to be  
 more or less dissatisfied. Runs are too long,  
 trains too heavy, and in too many terminals no yard  
 engines, making it disagreeable when compared  
 with other roads. But this letter is not intended  
 for a grumbler. Any Brother coming our way is  
 sure of a cordial welcome and we will at all times  
 be glad to see him if in line. B. I. M.

St. Elmo, Ill.



#### Editor Railway Conductor:

Division 115 had seventeen Brothers—a rep-  
 resentative from every road and division run-  
 ning out of San Francisco—present at our last  
 meeting. Thos. Schuck, who has been so unfortu-  
 nate as to lose his eye-sight, has to be led around.  
 Our Assistant Chief Conductor, Frank E. Parley,  
 unfortunately met with a very severe and painful  
 accident on last Friday, near Port Costa. It ap-  
 pears they had backed in against some car, and in  
 pulling out and placing the cars he set the brakes  
 and attempted to step on the caboose and then  
 give a go-ahead signal, but at this critical moment  
 the train started ahead and poor Frank missed  
 the caboose and down he went, striking on his  
 feet, breaking three bones in his instep and injur-  
 ing the heel of the right foot. It appears his left  
 foot escaped and did not break any bones. I called  
 on him today. I found him in bed and his feet  
 incased in plaster-paris and under the care of his  
 faithful wife. Frank is not an advocate of the  
 Home or Farm idea. He proves that by refusing  
 to go the S. P. Ry. hospital. He said "No! take  
 me to my home and dear good wife, that she may  
 be near me during my suffering." The Brothers  
 and friends have proved their brotherly love for  
 Frank by calling to see him and wishing him a  
 speedy recovery.

I suppose all Divisions are looking around for  
 new candidates to fill the offices of each Division  
 at the election in November. As to Division 115  
 I don't hear anything and it is not intended that I  
 should know what is going on for or against me. I  
 can only say, Brothers, do your duty as Brothers;  
 the records of the past speak for themselves.

San Francisco, Calif. MILTON G. PUMPHREY.



## AN ENEMY OF SOCIETY.

BY MILES DAWSON.

I love my neighbor, and grieve to find  
 My fellow simple or halt or blind.  
 I wish that every girl and boy  
 Were born in honor, brought forth with joy.

I wish each hungry soul before  
 Swung opportunity's open door.  
 I wish the privilege to each sent  
 To reach his highest development.

I wish each man were master of  
 Himself, but servant to all in love.  
 I wish that each might his right assert  
 To pay according to his desert.

I wish to every true man's arms  
 Some glorious woman would yield her charms  
 I wish each father might yield with pride  
 His perfect progeny by his side.

I wish for each a serene old age,  
 Respected, dignified, worthy, sage.  
 I wish that each, with his fate content,  
 To his long home in his full time went.

For these desires I am said to be  
 An enemy of society.  
 The charge is singular, brother: can  
 Society be the foe of man?



### *Insurable Interest.*

Life insurance; whether issued by a fraternal association, or a stock company, is in no wise a contract of indemnity, and has nothing in common with a contract of indemnity. It is merely a contract to pay a given sum at death of the insured. The importance of this is too often misunderstood.

Life insurance, then, may be defined to be a contract by which the insurers, either a stock or mutual company, in consideration of an annual payment, or assessments, agree to pay the person for whose benefit the insurance is effected, or his estate, a sum of money or annuity on the death of the person whose life is insured.

### *Who May be Insured.*

Every person may enter into a contract of life insurance who is not, by law, incompetent to contract generally. In the matter of fraternal insurance membership in good standing in the order or association are essential requisites primarily. Besides the general capacity to enter into a valid contract, it is essential that every person effecting a life insurance should have an insurable interest in the life insured. The question of "insurable interest" and public policy governing it is not generally understood by the applicants for membership and insurance. The law forbids, from consideration of public policy, any person to insure the life of another unless he has some interest in the prolonging of the life of such person. The difficulty courts and benefit associations have experienced is not so much in defining the rule, but in its application. It is in respect to the beneficiary, or person for whose benefit the insurance is effected. It is in respect to the beneficiary, or person for whose benefit the insurance is effected, that the

greatest differences are found between the form of insurance furnished by the benefit societies and that given by regular life insurance companies. The latter are free to contract with whom they choose and in the manner they prefer, subject only to the restraint imposed by public policy; the beneficiaries of the societies or fraternal insurance are generally limited to specified classes, either relatives, dependents, creditors or affiances, and out of these they cannot go. The subject of insurable interest is a most important one in the law of fraternal or mutual life insurance. This is a matter to be well understood in the beginning as courts have discussed this subject with great earnestness and vigorous reasoning. The policy of the law does not permit any one to insure the life of another in which he has not at the time an insurable interest, because such contracts would be in the nature of a wager or speculation in human life and lead to crime. But precisely what interest is necessary in order to take the policy out of the category of mere wager, has been the subject of much discussion. The Supreme Court of the United States, the highest authority in this country, in the case of *Hysinger vs. Association*, 42 M. A. 627, in passing upon the subject said: "An interest of some sort in the insured life must exist. A man cannot take out insurance on the life of a total stranger, nor on that of one who is not so connected with him as to make the continuance of the life a matter of some real interest to him. It is well settled that a man has a insurable interest in his own life and that of his wife and children; a woman in the life of her husband, the creditor in the life of the debtor. Any reasonable expectation of pecuniary benefit or advantage from the continued life of another, creates an insur-



able interest in such life. A man may effect an insurance on his own life for the benefit of a relative or friend; or two or more persons on their joint lives for the benefit of the survivor or survivors. The essential thing is that the policy shall be obtained in good faith, and not for the purpose of speculating upon the hazards of a life in which the insured has no interest."

*Effect of Cessation of Insurable Interest.*

Many policies are issued in favor of persons who have a legal and moral insurable interest in the life insured but subsequently by reason of estrangement or otherwise the insurable interest ceases. This question arises most frequently in case of separation and divorce of husband and wife. Courts have held, however, that a policy taken out in good faith and valid at its inception, is not avoided by the cessation of the insurable interest, unless such be the necessary effect of the provisions of the policy itself. (Tyler vs. Association, 145 Mass., 134). A brother has been held to have no insurable interest in the life of a brother; (39 Com., 100) but under all circumstances a wife has an insurable interest in the life of her husband (94 U. S., 457), though it has been said that to support the interest she must be his lawful wife (2 Ins. L. J., 588, 38 M. A., 543); and divorce subsequent to the policy does not vitiate such policy (28 Mo., 383), but see (145 Mass., 134), and it has even been held that a woman living with a man as his wife, though not legally married to him, has an insurable interest in his life (41 Ga., 338). If a woman is the wife of the insured the fact that she is named in the certificate by another name does not effect her rights (21 Fed. R., 698). In a mutual benefit or fraternal society the description of the beneficiary as the "wife" of the member, when she was not so in fact, has been held not to invalidate the designation (7 Daly, 168). A woman engaged to be

married to a man has an insurable interest in his life (52 Mo., 213); but in Massachusetts an engaged woman has been held not to be a "dependent" upon her betrothed within the meaning of the statute authorizing members of a benefit society to designate "dependents" as their beneficiaries (140 Mass., 580).

*Employers Liability Law.*

Judge Baker, of the Indiana Supreme Court, in construing the employers liability act, recently enacted by the legislature, held, in the case of the Union Railway Co. vs. Hanlihan, that a railroad company is liable for personal injury suffered by an employe while acting within the scope of his employment, and free from contributory negligence, where such injury was caused by the negligence of any person in the employ of such corporation without regard to whether the injured person was at the time obeying and conforming to the order of some superior having authority to direct. The law is not unconstitutional by reason of making railroads liable to their employes for injuries under circumstances when other employers would not be so liable. The classification made is the basis of the peculiar hazard of railroading, and relates directly to the objects to be accomplished and applies equally to all employes within the class; and the separation of railroads from other businesses was not an unconstitutional discrimination. Under the Employers Liability Act, the negligence of an engineer is the negligence of the railroad company, and the co-employe doctrine no longer prevails. Under the ruling by Judge Baker, liability companies will have greatly increased hazards to take into account. In effect it means that every employe injured while in the line of duty, if free from contributing toward such injury, is entitled to damages, notwithstanding his injury is due to the negligence of a fellow servant.



# OFFICIAL CHANGES.

A. Foster has been elected president of the Mexico Northern.

R. S. Quigley has been appointed superintendent of the Hocking Valley.

E. C. Hawkins has resigned as general manager of the White Pass & Yukon.

L. F. Loree has been elected president of the Cleveland, Lorain & Wheeling.

H. A. Kennedy has been elected as president of the Spokane Falls & Northern.

C. G. Hickox has been chosen first vice-president of the Toledo & Ohio Central lines.

J. R. Rogers has resigned as trainmaster of the Mobile & Ohio, at Jackson, Tenn.

P. A. Horan has been appointed trainmaster of the Texas Midland at Terrell, Texas.

E. W. Rollins has resigned as vice-president of the Florence & Cripple Creek.

E. E. Stoup has been appointed trainmaster of the Southern Railway at Selma, Alabama.

Decatur Axtell has been chosen chairman of the board of the Toledo & Ohio Central lines.

W. S. Fraser has been appointed trainmaster of the Louisiana & Arkansas at Stamps, Ark.

T. B. Coppage has been appointed superintendent of the Arkansas Southern at Ruston, La.

H. J. Sheuing has resigned as trainmaster of the Illinois Central at Louisville, Kentucky.

M. I. Griffin has been appointed trainmaster of the Southern Pacific between Ogden and Carlin.

J. H. Glover has resigned as superintendent of the Pittsburgh division of the Baltimore & Ohio.

Cecil Gabbett has resigned as superintendent of the fourth division of the Seaboard Air Line.

F. E. Allen has been appointed trainmaster of the Chicago & Northwestern at Council Bluffs, Iowa.

W. J. Olcott has been elected president

of the Duluth Missabe & Northern, vice F. T. Gates, resigned.

J. M. Ferris has been chosen second vice-president and secretary of the Toledo & Ohio Central lines.

J. B. Stewart has resigned as superintendent of the Pennsylvania division of the New York Central.

C. S. Lake has been appointed assistant trainmaster of the Pocahontas division of the Norfolk & Western.

W. H. Churchill has resigned as division superintendent of the Kansas City, Memphis & Birmingham.

T. N. Wood has been appointed trainmaster of the Gulf Colorado & Santa Fe. Office at Beaumont, Texas.

E. H. Harriman has been elected president of the Southern Pacific to succeed Charles M. Hays, resigned.

J. H. Davisson has been appointed trainmaster of the Missouri, Kansas & Texas, at Smithville, Texas.

N. Monsarrat, president of the Hocking Valley, has been elected president of the Toledo & Ohio Central, also.

W. A. McGovern has been appointed trainmaster of the Southern Pacific between Carlin and Wadsworth.

J. H. White has been appointed superintendent of the Louisiana & Arkansas. Headquarters at Stamps, Ark.

T. H. Given has been elected president of the Charleston Glendenen & Sutton. Headquarters at Pittsburg, Pa.

J. J. Mahoney has been appointed general manager of the Ft. Smith & Western. Headquarters at Ft. Smith, Ark.

Louis W. Hill has been appointed assistant to the president of the Great Northern. Headquarters at St. Paul.

Waldemar Brummer has been appointed general manager of the Mexican railway. Headquarters at Mexico City, Mex.

J. R. Sage has been appointed assistant to the president of the Lehigh & New England. Office at Philadelphia, Pa.

Jeff N. Miller has been appointed acting manager of the Houston & Texas Central. Headquarters at Houston, Tex.

F. H. Benjamin has been appointed assistant master of trains of the Nashville division of the Louisville & Nashville.

E. A. Austin has been appointed acting superintendent of the Kansas South-Western, a part of the Santa Fe system.

H. R. Irvine has been appointed superintendent of the St. Louis Kansas City & Colorado. Headquarters at Union, Mo.

A. H. Aldridge has been appointed general superintendent of the Moshassuck Valley. Headquarters at Saylesville, R. I.

W. T. Caldwell has been appointed trainmaster of the Freeport division of the Illinois Central. Office at Freeport, Ill.

Seely Dunn has resigned as assistant superintendent of the Henderson & St. Louis division of the Louisville & Nashville.

Geo. C. Rivers has been appointed general superintendent of the Gulf & Brazos Valley. Headquarters at Mineral Wells, Texas.

E. A. Blake has been appointed trainmaster of the Pocahontas division of the Norfolk & Western. Office at Bluefield, W. Va.

W. Hale has been appointed superintendent of the fourth division of the Seaboard Air Line. Headquarters at Savannah, Ga.

L. R. Ford has been elected vice-president and traffic manager of the Florence & Cripple Creek. Headquarters at Denver, Colo.

Peter Boyd has been appointed general superintendent of the Benwood & Wheeling Connecting. Headquarters at Pittsburgh, Pa.

D. W. Dinan has been appointed trainmaster of the Pennsylvania division of the New York Central & Hudson River at Corning, N. Y.

James Geddes has been appointed assistant to the general manager of the Louisville & Nashville. Headquarters at Louisville, Ky.

L. W. Bowen has been appointed acting superintendent of the Kalispell division of the Great Northern. Headquarters at Kalispell, Mont.

T. E. Brooks has been appointed superintendent of the Nashville division of the Louisville & Nashville. Headquarters at Nashville, Tenn.

C. M. Shelby has been appointed superintendent and auditor of the El Paso & Northeastern, of Texas. Headquarters at El Paso Texas.

S. W. Derrick has been appointed division superintendent of the Minneapolis,

St. Paul & Sault Ste. Marie. Headquarters at Oakes, N. D.

D. F. Busher has been appointed superintendent of the Chihuahua division of the Mexican Central. Headquarters at Chihuahua, Mexico.

George H. Stevens has been appointed assistant general superintendent of the New York Central & Hudson River. Headquarters at New York.

E. J. Haylow has been appointed trainmaster of the Birmingham Mineral branch of the Louisville & Nashville. Office at Birmingham, Ala.

E. Pennington has been elected second vice-president of the Minneapolis, St. Paul & Ste. Marie, in addition to his duties as general manager.

J. O. Reed has been appointed superintendent of the Pittsburgh Johnstown Ebensburg and Eastern. The office of general manager has been abolished.

H. A. Kennedy has been appointed assistant general superintendent of the lines west of Minot of the Great Northern. Headquarters at Spokane, Wash.

E. F. Stollenwerk has been appointed trainmaster of the Birmingham and Montgomery division of the Louisville & Nashville. Office at Birmingham, Ala.

P. E. Crowley has been appointed superintendent of the Pennsylvania division of the New York Central & Hudson River. Headquarters at Corning, New York.

J. M. Bennett has been appointed trainmaster of the Red River Texas and Southern, a part of the St. Louis & San Francisco. Office at Sherman, Texas.

W. C. Rowland has been appointed general yardmaster for the Central of New Jersey at Phillipsburg, with jurisdiction from Bloomsburg to Glendon, inclusive.

F. W. Everett has been appointed chief trainmaster of the western division of the New York Central & Hudson River and West shore roads. Office at Buffalo, N. Y.

M. S. Connors, general superintendent of the Hocking Valley, has also been appointed general superintendent of the Toledo & Ohio Central, vice T. F. Whittelsey, retired.

Philip Morrison has been appointed trainmaster of the first division of the Boston & Albany, with full charge of passenger and freight crews. Office at Boston, Mass.

M. M. Richey has been appointed superintendent of the New Jersey Central and Lehigh & Susquehanna divisions of the Central, of New Jersey. Headquarters at Jersey City, New Jersey.



When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your name, Division number and address.

The Secretary of 395 desires the address of one Robert Gowanlock, recently employed as brakeman on the Rio Grande Western Railway.

It is our pleasure to mention the promotion of Brother Philip Morrison, of Division 122 to the position of trainmaster for the Boston & Albany at Boston, Mass. We wish him success.

Those Webb C. Ball Official Standard O. R. C. watches are given free to any person who will send us a list of seventy-five paid subscribers at \$1 each. Remember there is only a limited number—ten.

Guntton's Magazine contains an excellent article in October number under the caption, "Can we stamp out anarchy?" It is practically in line with the position we have taken editorially for the past year, and gives a liberal view of our immigration affairs.

One D. E. Burns, formerly of Division 334, but not a member of any Division since May, 1896, is reported to us as representing himself as a member of the Order on the Louisiana division of the I. C. R. R. He is entitled to no recognition as a member of the Order.

Brother W. C. Rowland, of Division 37, whose contributions to the Fraternal columns are familiar to nearly every member of the Order, was appointed general yardmaster at Phillipsburg for the Central Railroad of New Jersey, the appointment taking effect September 1.

Brother E. P. Chapman, Secretary of Division 70, desires the addresses of Brothers S. D. Covert and O. P. Winn, for whom he holds mail. Brother Chapman facetiously remarks that it seems that some members think a secretary can ent them no matter where they go. Our

experience fits us to appreciate fully Brother Chapman's difficulties in this connection.

Checks payable to the following named are lying in the G. S. and T's. office, having been mailed to the parties and returned "undelivered" by the post office department. The addresses of the ones named will be greatly appreciated by the G. C. C. and the G. S. and T. J. D. Hoover, formerly of Division 171. T. H. Wells, formerly of Division 1. C. L. Abbot, formerly of Division 209.

Grand Chief Conductor Clark has arrived from his trip abroad and expresses himself as delighted with the improvement of his health. The remarkable contrasts seen in railway operation alone is a subject of considerable interest to any person having a knowledge of railway operation in America. Taken as a whole his trip was most delightful and was appreciated to its full worth.

The Great Northern has gratuitously furnished accommodations in the form of sleeping cars to the passenger agents of St. Paul to attend the annual meeting of passenger agents to be held at Los Angeles, California. They will return via Portland. They will be the guests of the Santa Fe from Chicago to Los Angeles, and of the Southern Pacific from Los Angeles to San Francisco, returning via the Union Pacific.

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

CARD NO.	NAME.	DIV. NO.
3981	C. W. Grass	79
4475	W. C. Merrifield	159
4617	F. J. Warren	163
7793	J. H. Graden	180
2311	B. L. Beynon	244
1811	W. H. Nelson	277
12153	C. A. Black	387

It will be remembered that the Associated Lodges of the Brotherhood of Locomotive Firemen, of Cook Co., Ill., gave a

splendid ball at the Auditorium, Chicago, last winter for the benefit of the Home for Aged and Disabled Railway Men, at Highland Park, Ill. The entertainment was a grand success and after all accounts in connection therewith were settled, the Associated Lodges paid to the secretary and manager of the Home \$2,015.06. This is certainly a gratifying showing and the Lodges are to be complimented upon their success, as well as commended for their energy in this charitable undertaking. We understand that another similar ball is contemplated and if arrangements for it are made, it should have the cordial support of all brotherhood men.



During the year a considerable number of Division cards are reported as lost or stolen. The Division card is a card of introduction from one member of the Order to another and its value depends very largely upon the degree of care which is exercised by owners of the cards to prevent their falling into improper hands or being in the possession of imposters. It is, therefore, very desirable, and in fact, essentially necessary, that every member should be extremely careful in guarding against the possibility of his card being stolen or otherwise falling into the hands of any person other than himself. The hearty co-operation of every member in this matter will be of inestimable value to our membership.



The Pennsylvania Railroad has established a rule affecting the Pullman service on its lines east of Pittsburgh that has a great deal of common sense back of it. It has been the rule to allow passengers to reserve space in sleepers from a day to a week in advance without purchasing tickets. It frequently happened that this space was not occupied and could not be sold, owing to the reservations made. Patrons wishing berths, coming at the last hour, had to be turned away or had to accept less desirable space. It is said that this evil has become so common as to make it necessary to adopt a rule that will provide against it. We know that this evil does not exist alone upon the Pennsylvania lines; just why it should exist at all has been a matter of conjecture for many years.



The Industrial Department of the Lackawanna Railroad, in charge of William B. Hunter, and having its headquarters at 26 Exchange Place, New York City, has just issued a 500-page booklet under the caption — "Industrial Opportunities." This work treats of every town on the line, showing its population, its distance from New York and from Buffalo, its railroad facilities, its leading industries, its leading shipments, its rate of taxation,

cost of labor, rent of houses, how lighted, whether it has water works, principal power, approximate cost of steam coal, approximate value of lands and describing vacant lands or factories available for manufacturing purposes. In the introduction the aim of the Lackawanna Railroad is set forth as follows: First: To give assistance to manufacturers in the selection of the most favorable site for their industrial enterprises. Second: To help cities, towns and villages along the line to expand and broaden through the location of new industries. Advantages of this line in the mining regions of New Jersey and Pennsylvania and the agricultural districts in the state of New York are fully set forth. Copies of the book will be forwarded on application to the Industrial Department.



I had a strange dream last night, papa. Indeed! What was it?

I dreamed, papa, that I died and went to heaven and when St. Peter met me at the gate instead of showing me the way to the golden streets, as I expected, he took me out into a large field, and in the middle of the field there was a ladder reaching away up into the sky and out of sight. Then St. Peter told me that heaven was at the top, and in order to get there I must take a big piece of chalk he gave me and slowly climb the ladder, writing on each rung some sin I had committed.

And did you finally reach heaven, my son?

No, papa, for just as I was trying to think of something to write on the second rung, I looked up into the sky and saw you coming down.

And what was I coming down for, pray?

That's just what I asked you, papa, and you told me you were going for more chalk.—Ex.



It is hoped that our members will avail themselves of the privilege afforded to gain a good practical understanding of the Air Brake. We are running a serial study and have secured the services of one of the best posted men in the Air Brake Men's Association to answer all questions arising out of the subject. If our members fail to ask questions or do not take the time to read this column they are throwing aside an opportunity that will not soon be afforded them again. Mr. Parker is anxious to have our conductors ask questions. As the column for queries and answers is not patronized the conclusion would naturally be that our members are "pat" on air, which all will admit is not true by any means. A good practical knowledge of the air brake will soon be required of every man who runs a train, and so far as we can see, no

good reason exists for putting off until the last moment the task of learning the lesson that is bound to come sooner or later. The questions and answers are compiled from the most recent observations of up-to-date appliances and brings the student out in all that is new and which he should know. THE RAILWAY CONDUCTOR has received permission of the Air Brake Men's Association to reproduce this matter and we believe if carefully studied and discussed will result in much good to our members generally.



I never attended lodge meeting. I just joined for the insurance.

I never ask any one to become a member; I am not fitted for that kind of work; besides there are plenty of others in the lodge to do soliciting.

I never bother reading the society organ, or viewing the monthly financial statement. If it is not right, some of the other fellows will discover it.

Once in a while the lodge has a banquet and entertainment to which my wife and I go, but I never do any committee work, or have anything to do with getting them up.

I never mention the Order to my friends; they probably do not know that such an institution is in existence.

I do not see why they do not do something to decrease the number of assessments. Why don't they go to work and increase their membership? If they will add twenty thousand new members, our assessments will decrease. They ought to do something.

Specimens like the above can be found in almost every lodge in the country. They are first-class at telling what "they" ought to do, but they never do anything themselves.—Ex.



The doctors are all friends of ours, says the Iowa Medical Journal. We expect them to stay with us until death. Yet at the risk of incurring their displeasure we reproduce the following. We don't know where it came from any more than we know whose rain spout the doctor's medicine comes from. We find it in a paper credited to "Ex." If we knew the author, we would gladly give his name, because the article is really good. Here it is;

"The doctor from Algona said that newspapers are run for revenue only. What in thunder do doctors run for, anyway? Do they run for glory? One good, healthy doctor's bill would run this office for six months.

"An editor works a half day for \$3, with an investment of \$3,000; a doctor looks wise and works ten minutes for \$200, with an investment of 3 cents for catnip and a pill-box that cost \$1.37.

"A doctor goes to college for two or three years and gets a diploma and a string of words satan himself cannot pronounce, cultivates a look of gravity that he palms off for wisdom, gets a box of pills, a cayuse and a meat saw and sticks his shingle out, a full-fledged doctor. He will then doctor you until you die at a stipulated price per visit, and puts them in as thick as your pocketbook will permit.

"An editor never gets his education finished. He learns as long as he lives and studies all his life. He eats bran mash and liver; he takes his pay in turnips and hay and keeps the doctor in town by refraining from printing the truth about him.

"We would like to live in Algona and run a newspaper six months and see if the doctor would change his mind about running a newspaper for revenue only.

"If we didn't get some glory out of it, we would agree to take one of his pills—after first saying our prayers. If the editor makes a mistake he has to apologize for it, but if the doctor makes a mistake he buries it.

"If we make one, there is a lawsuit, tall swearing and a smell of sulphur, but if the doctor makes one there is a funeral, cut flowers and a smell of varnish. The doctor can use a word a foot long, but if the editor uses it he has to spell it. Any medical college can make a doctor. You can't make an editor. He has to be born one.

"The editor works to keep from starving, while the doctor works to ward off the gout. The editor helps men to live better, and the doctor assists them to die easy.

"The doctor pulls a sick man's leg. The editor is glad if he can collect his bills at all. Revenue only? We are living for fun and to spite the doctors." —Ex.



Somewhat recently a circular appeared in Denver and was given quite a wide distribution, stating that a fair would be held in Denver, Colo., "as soon as admission tickets are disposed of, for the benefit of the Railroad Men's Home, at Highland Park, Ill., and a Woman's and Children's Hospital to be built in Denver." One hundred thousand tickets were to be sold at \$1.00 each and each purchaser was to have a chance in one of five prizes, three of which were Colorado real estate, one a house in Oshkosh, Wis., and one, \$500 in cash. The circular stated that the Railroad's Men's Home, at Highland Park, is under the direction and management of the various railroad organizations and that 25 per cent. of the proceeds of the fair would be given to this Home. Twenty-five per cent. was to be distributed in presents or prizes and the other



50 per cent. was to go to the Denver Hospital and for expenses. The managers of the enterprise are stated, by the circular, to be Dr. Edith A. Root, Dr. Mary E. Bates, Dr. Julia Seaton Kapp, Dr. M. Jean Yale, Mattie Abrams, Harry Joseph, Johan A. Rymer, secretary of 77, B. L. F., E. J. Kavanaugh, member of O. R. C., and Capt. W. W. Bates, treasurer, 38 w. Second Avenue.

Our Division, 44, appointed a committee to look into the matter in view of the fact that one of the managers was named as a member of the O. R. C. This committee inquired of the manager of the Highland Park Home, as to any authorization which had been given for the use of the name of the Home and was advised that no person connected with the management of the Home had given the promoters of this scheme any authority to use the name of the Home or its managers in the connection. The name, "E. J. Kavanaugh", was undoubtedly intended for that of Brother E. J. Cavanaugh, of Division 38, who is located at Denver, and who informed the committee that if it was intended for his name, it was used without his consent or authority and he immediately demanded of the management a discontinuance of the use of his name. Brother Cavanaugh's demand for the removal and discontinuance of his name from connection with this scheme, was addressed to Mr. B. H. Talmadge, to whom Brother Cavanaugh refers as the promoter of the fair in question. Mr. Talmadge's name does not appear in the circular advertising the proposed fair.

It may be that everything in this connection was intended to be perfectly fair and straight, but unauthorized use of the names of individuals or of institutions, and particularly those that are maintained by donations from charitably inclined persons, naturally breeds distrust. If the co-operation of railroad employes was desired and the intent to benefit the Home at Highland Park was genuine, it certainly would have been proper, especially in view of the fact that their circular states that the Home at Highland Park is under the direction and management of the various railroad organizations, to have had a thorough understanding with the board of managers of the Home and with the proper authorities in the organizations whose support was hoped for or expected.

The Home at Highland Park is sustained by the members of the several railroad brotherhoods. It is a very worthy charitable institution. It is doing a good work. It needs all that can reasonably be done for it financially. But it does not desire any funds gained in a questionable way or in any manner which can possibly reflect discredit upon the Home or its management; nor does it propose to be used as the attractive feature in schemes which give much more of

profit to the promoters than of benefit to the Home. The railroad employes are undertaking, in maintaining this Home, to build up an institution in which their aged and disabled associates, who are so unfortunate as to have no better home and no better means of support, may be cared for in comfort. If any lottery schemes become necessary in order to secure funds with which to successfully carry on this work, they should be arranged by the managers of the Home and the Home should get all of the profits.

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Some railway employes at North Bay, Ont., including two members of our own Order, namely, H. Dreany and H. A. Washburn, have sent out circulars, proposing to organize a "Canadian Order of Railway Men," composed of engineers, firemen, conductors, brakemen and telegraphers, to take the place of the existing international organizations or brotherhoods. They take particular pains to state that the scheme is not sprung for the personal aggrandizement of some would-be leaders, but inasmuch as they take special pains to deny it before being accused, and inasmuch as they do not propose one single original idea or any line of work for their new organization which is not being carried forward with a reasonable degree of success by the existing organizations, the statement may be accepted for what it is worth.

Their circulars state that they propose to curtail expenses by doing away with the old organizations and placing their affairs in one body, rendering it unnecessary to contribute to the maintenance of five grand lodges, and later they say that it is proposed to have the organization composed of the five classes above named and that a chief executive will be elected as the head and representative of each branch or class of employes in the Order, these chiefs to compose the grand officers and directors, to be paid executives not in railway service. The logic of this proposition will appeal to all. They propose to economize for the Canadian railroad men by relieving them of the necessity of contributing their proportion to the maintenance of the five grand lodges of the existing brotherhoods in question and establish five others to be maintained wholly by the Canadian members.

A willful effort to misrepresent facts is in evidence in their statement that they propose to place their affairs "in the hands of grand officers who are British subjects and therefore not liable to be placed in the humiliating position of being refused an audience on account of being a foreign subject." The men whose names are appended to this statement know full well that the managements of the two great systems of railway, which

include practically all the railway trackage in Canada, are as considerate of the existing organizations among their employes as the managements of any other railroads on the Continent and that the employes have positively no difficulty in getting a careful and patient hearing through the methods now in force on any matter which they desire to bring to the attention of the officials of the roads.

It is claimed in the prospectus that they can conduct their insurance more economically and furnish the members better and cheaper insurance. These claims are simply visionary. The economy of the management of the Insurance Department of our Order has been the subject of favorable comment in the official reports of state officers, who are making a study of the subject of insurance. It is an easy matter to issue a prospectus and to declare in advance what can be done in conducting an insurance business, but when it comes down to the question of doing the business and paying the claims and keeping the institution afloat, it will be found that it can be done only under business-like methods.

The effort to create a secession and to entice members away from an organization, which is controlled by the will of the lawfully constituted majority of those who compose it, for the purpose of affiliating with an organization which has a pre-arranged and self-selected corps of grand officers has been repeatedly tried and in every instance has proven a dismal failure and been followed by disastrous results to those who allowed themselves to be misled. This proposition has all the earmarks of one of these old efforts. We may well question the propriety of men engaging in an effort to tear down an organization while they at the same time cling to their membership in that organization and voluntarily rest under their solemn obligation to abide by its laws and to give the organization and its laws their support. It may be doubted if those who will act thus questionably can reasonably expect to inspire the confidence of honest, well meaning men who desire membership in an organization that conducts its affairs in a straightforward, honest manner. There are, unfortunately, still a few persons in both the United States and Canada who are willing for personal profit or narrow spite, to seek by appeals to prejudice, to array the people on either side of the boundary line against each other, either as a whole or in any branch or class, but the demands of an advanced civilization, as represented by the two great nations of English speaking people, have set in motion an irrestible tendency to draw those people closer together.

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In spite of the number of men whose

hearts are filled with philanthropy and who are continually striving to keep his fellow man and Brother from falling into error, there are those who disregard these signals of caution and danger and permit themselves to become the tools of ticket brokers and sporting men who offer a short fare and the glad hand into some side show as transportation over the lines they wish to travel. We cannot say if our contempt for these miserable skunks or pity for the weakness of those who yield to their propositions, is the greater. We have in mind a case that occurred recently upon one of our best paid trunk lines, which involved a number of its oldest and most efficient employes. The standing of all these men who participated in the propositions of the brokers, was of the highest in their respective communities and no word of reproach had ever been spoken of them, yet they were tempted and fell.

We do not imagine that the flagrant operations that finally brought their downfall or discharge were the original source of temptation. On the contrary they were approached by apparently innocent propositions that were conceded in a spirit of humanity. The web was slowly woven at first and found a hold finally upon the cupidity of each individual which spread gradually, touching his gratification of those worldly pleasures that he could not indulge in ordinarily. A pliant tool for the brokers was found in one whose integrity had never been questioned by his fellows. To draw suspicion from himself he used every means to draw others into the fraudulent speculations and as a result when the blow fell the official ax severed the heads of all.

We can only look upon such acts as these with sorrow and remorse; sorrow for those whose long service has been attended finally with disgrace and has thrown them upon the world without resources and without prospect for future employment owing to old age. It fills us with remorse for the stigma that attaches to those engaged in our profession. We feel keenly for those whose weakness leads them into temptation but every man knows that speculations, whether it be short fares, hold outs, merchandise exchange or ticket traffic is bound to find him out in time and will agree that those who engage in it are foolish. Sometimes we are inclined to be harsh in our judgment and say that the calamity that follows in consequence of an act of this nature is a just retribution; then there comes to us the vision of sorrow at home when the innocent ones are made to suffer; when we see the brother in the full pride of his manhood asserting principles that enoble him to his fellows. Even after he has fallen we look upon him and say in our hearts, he was not all bad; still his redeeming traits of character

will not raise him above this grave offense. He had his flaw and it was discovered by those who grasped the opportunity to profit by it.

We do not believe that any man ever engaged in railway service and worked his way up through years of toil and hardship to passenger service with the purpose in mind of selling his birthright for such a mess of pottage as is offered by the infernal skunks who live by studying out plans to prey upon others. Men who conceive such damnable plots and weave their webs around the weak minded should be placed in the same category with those who seek by plot to drag down virtue from its lofty place, and deserve to be exiled. We do not wish to palliate offenses of this nature or be understood as making excuses for those condemned in this specific case, but the means adopted by these infernal skunks to drag our craftsmen down, calculate to draw out our bitterest condemnation. The influence of such acts as these is wide spread and cannot be overestimated. Let us hope that the example afforded in this case will be the means of driving out the last possible temptation that exists, if there be any.

The Western Passenger Association, after considerable trouble, has succeeded in convicting two persons guilty of forgery of tickets. One Jacob Wolf was em-

ployed as a workman by a prominent engraving firm of Detroit, Mich., who gave his spare time to making zinc etchings of a Monon coupon ticket for one Frank L. Rice, a ticket broker of Chicago. Detectives were placed on the case and succeeded in securing evidence which convicted both men.

President Roosevelt has decided to favor the historic name "White House" as the President's home. In consequence all stationery to be used by himself and his subordinates at the White House, all linen, silverware and china hereafter purchased will bear the mark "White House" instead of "Executive Mansion."

An agreement will go into effect February 1, 1902, between the Santa Fe and the Pacific Mail Steamship Company whereby San Francisco will become the main outlet for the railway company's trans-Pacific traffic. The Santa Fe will be given equal terminal facilities with the S. P. company and will use the Pacific mail docks.

A number of Divisions have sent us engrossed copies of resolutions, adopted upon the death of our President. They are quite voluminous and will necessarily have to be omitted. Those now upon our table are from Divisions 17, 53, 103, 162 and 175.

If the address on the wrapper of your CONDUCTOR is not correct, fill out this coupon, paste it on a postal card and send it to Editor Railway Conductor:

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

### PRESENT ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

### OLD ADDRESS

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.



# OBITUARY

**BROOKS**—Brother J. R. Brooks, Division 264, Raleigh, N. C.

**DRISCOLL**—Brother J. Driscoll, Division 45, Oneonta, N. Y.

**EVANS**—Brother E. L. Evans, Division 46, Milwaukee, Wis.

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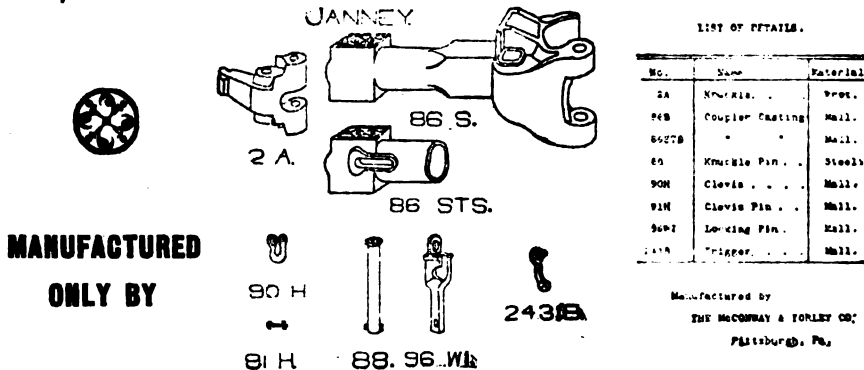
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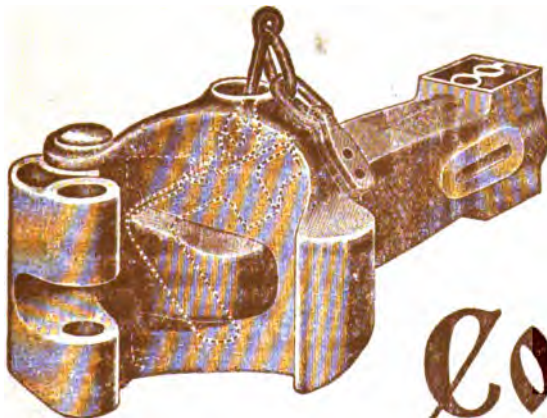


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# The Railway Conductor

NOVEMBER



1901

PUBLISHED BY THE  
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VOL. XVIII.

CEDAR RAPIDS, IOWA, NOVEMBER, 1901.

No. 11.

## MAYSIE'S DUPLICATES.

BY W. D. ANDERSON.

"Well, I am heartily glad it's all over. Let those talk who will about regrets in leaving their old alma mater. I tell you, Jack, it's all feigned. The curriculum of old Yale this year is not calculated to inspire many regrets and had it not been for your help I should have despaired long ago in carrying away this sheep-skin."

Jack Hammond and Bud Cressler, two college chums, stood facing each other in a little apartment that had been their quarters during their struggle to complete their course at Yale. A few choice volumes lay here and there. On the table stood the indispensable tobacco jar, with a small quantity of the soothing weed and several pipes of various shapes and sizes, whose mouthpieces bore unmistakable signs of frequent use. On the wall were suspended a pair of foils and a set of boxing gloves, while in an alcove close by the study table the outlines of a padded armor were visible, and lying just beneath was a foot ball that had seen many a hard battle. Several trophies also hung about the room, the result of the prowess of Jack Hammond, who had always borne away the prize in college athletics. As Bud Cressler gave expression to the above remark in the opening of our narrative, Jack Hammond said:

"Don't look at it that way, old fellow. One would think that you had just discharged an obligation that was compulsory and from which you never expected to receive consequent benefit," said Jack, filling his favorite pipe. After a few

whiffs he went on, "I'll admit that this last year's course was pretty stiff, but we mastered it, didn't we, Buddy?"

"You did; I was carried along with the current. Both were up against a proposition that meant for us sink or swim. Have you figured up our assets, Jack, after all bills are paid?"

"Yes; something like sixteen dollars. You see Heitzman of the seniors wants all of our paraphernalia here and I succeeded in getting a good price on that, chiefly for the reason that he believes in mascots," said Jack, laughing.

"Well, that's eight dollars apiece. Have you thought of any definite move after you leave here?"

Jack took a long draw at his pipe before answering; then sending a column of smoke toward the ceiling, said:

"Nothing really definite, Bud. You see it is like this: I always imagined that Uncle Jerry, who was paying my way through college, was wealthy. His sudden death a month ago brought to light his circumstances, which were anything but favorable for me, his only heir. Your own circumstances are quite similar to my own. We must depend upon brawn rather than brain for our start in life and I have thought over a proposition that will take me across the great Mississippi, where I have in mind a plan to hire out as a laborer or brakeman, or something of the sort, for some of those Western lines, where promotions come quickly and corresponding increases in salary. You see, Bud, I am not entirely ignorant

of the rudiments of railroading, for I won my uncle's respect by my independence when I took service as a section hand on the B. & M. Later I secured a position as car checker and assisted in making out bills of lading. All these things have not been forgotten, and now that necessity forces me to reach for that which will bring the quickest returns, I have decided to leave tomorrow for the wild and woolly west, as we hear it spoken of."

"I am with you, Jack, that is if you don't object. We have pooled our money to get through college and find ourselves stranded just as we reach the end and gain the coveted sheepskin. My old aunt has written that she has no more money and reminds me very unpleasantly of how rapidly her money went through my fingers. Oh, well, I suppose I was somewhat extravagant, but what is a fellow anyway, unless he spends a little money? The old girl still has considerable property, and I guess I have not bankrupted her. I would like to have her pay the little bill at Hoffman's, but I guess I'll have to jump that."

"I would like to have you with me, Bud, but I want you to go like an honorable man. How much do you owe Hoffman?"

"About fifteen dollars," said Bud, yawning. "By jove, but I'm sleepy! First chance I've had for a good night's sleep without anything to bother my mind for a deuced long time," he said, laying his apparel aside.

"Excuse me, Bud, I am going out for a walk," said Jack, taking up his hat.

"So long, old man."

Jack left the room and strolled down street until he came to an establishment bearing the sign over the entrance, "Hoffman, Merchant Tailor." Mr. Hoffman himself greeted him.

"Let me congratulate you, Mr. Hammond. I heard you this evening."

"Thank you. By the way, a matter of business brings me here just now. I want to make some arrangement for the payment of Mr. Cressler's bill. We are almost stranded and are practically without means except what our effects brought at sale. Mr. Cressler has no money, but I have a little and will apply it on his account if you will tell me how much it is."

Mr Hoffman returned with an itemized bill in a few moments, saying:

"We have a balance against Mr. Cressler for \$15.50; in view of what you have told me Mr. Hammond, we have decided to make you a discount of 40 per cent. Will that help you out?"

Jack received the receipted bill thankfully and hastened to the room where Bud had already retired. As he entered he said:

"Here, Bud, is your bill. We haven't as much money as we had, but I can answer your question better now. Yes, you can go with me wherever I go and so long as I have a dollar half of it is yours."

Bud yawned a sleepy thanks and rolled over.

The following morning found Jack busily engaged packing his few belongings in an old trunk. Bud also was lending assistance. As the last piece was laid away they descended to the dining room where an almost affectionate leave taking was held with dear old Mrs. Carpenter, who had been but little less than a mother to them.

"We would like to make you some sort of a present as a token of our esteem, but you know that we are stranded," said Jack to Mrs. Carpenter. "You know how dearly we loved these old instruments and how many happy evenings were passed listening to the old airs they brought forth. We cannot take them along and we want you to care for them—my mandolin and Bud's guitar. They are yours—all we have to give you. Please accept them and sometimes you will be reminded of your boys when Susie repeats some familiar air that we used to play."

There were tears in Mrs. Carpenter's eyes as she accepted them; then came the simple request:

"Let me hear you play together just once more."

Jack took up the mandolin and played a prelude that at once showed a master hand, while Bud's easy fingering of the minor scales and perfect shift would have brought forth admiration from a professional. Perhaps Il Trovitore was never played by them with the same earnest feeling as on this occasion, at any rate it filled the souls of all until its dying notes

left but an echo in the room. Then with tear-stained face Mrs. Carpenter kissed each good-bye and saw them to the door, where an expressman was waiting for the trunks.

"Well, Jack, old man, you are the engineer of this enterprise. How do you propose to get to Denver? The way I figure it there are 2157 mile posts between us and our destination, and with less than ten dollars between us our chance to ride looks mighty slim; and as for walking—well, I'm footsore already."

to exceed five minutes of his time—perhaps less."

Jack was not detained. A moment later he was shown into the president's office and that gentleman greeted him affably, indicating by a wave of his hand that he should be seated.

"What can I do for you, Mr. Hammond, I knew your uncle quite well?"

"I am just from Yale—class of '99. I want to go West—to Denver, in fact, and engage in railroading. I haven't any means of transportation and I have come



E. P. CHAPMAN, Sec. Div. 70.

J. W. SLIGAR, Sec. Div. 103, and wife.

#### TALK ABOUT "TONNAGE!"

"Buddy, how often have I told you not to cross your bridge until you get to it," said Jack, as they stopped in front of the general offices of the N. Y., N. H. & H. railroad. "I have a plan that may work all right, at any rate just wait a minute until I interview a gentleman on the floor above," said Jack, as he turned away.

Jack's steps were directed to the office of the president, Mr. John M. Hall.

"I am the nephew of Edward G. Greene, formerly a director of this road," said Jack, in a business-like manner, handing his card to the secretary. "I will thank you to hand my card to the president and say to him that my business will not take

to you hoping that you will help me to Fishkill over your lines," said Jack, with a natural candor that at once appealed to Mr. Hall's heart.

Mr. Hall wrote something on a slip of paper and pushed a button.

"I was going to say at the same time that my chum, Mr. Budwair Cressler, desires to accompany me for the same purpose."

As Mr. Hall's secretary appeared he wrote an additional line on the paper, then handed the note to him, saying:

"Please attend to this at once."

Then turning to Jack said: "So you are going to cast your lot with the rail-

roads, too. Well, there is lots of room at the top for good men and I hope you will try to reach it. I wish you success and believe you have the proper spirit in you to succeed, if pedigree counts for anything. Call here again next Friday and I will see what I can do for you."

Jack retired expressing his thanks for the kindness of Mr. Hall's reception and agreed to call on the day designated.

He joined Bud, who was standing where he had left him, solemnly looking down at his well worn shoes and evidently speculating how the next pair was to come. He looked up as Jack approached

"What news, old man?"

"Mr. Hall has invited me to come back next Friday, and says says he will see what he can do for me."

"Next Friday! Great guns! This is Monday—four days. What do you intend to do?"

"We have a place to go where we will be welcome; come."

"Mrs. Carpenter's?"

"Exactly."

Jack was gladly given a place to stay until the day set for his meeting with Mr. Hall. The intervening time was spent very enjoyably, and even Bud said that he was sorry that he had to leave the place that had been home to him for so long. Mrs. Carpenter bade them good-bye once more and assured them a welcome was waiting them whenever they returned.

When Jack entered the outer office of the president the secretary placed in his hand an envelope and said that Mr. Hall wished him success. Jack expressed his thanks for the service rendered him and retired. Once outside the office door he drew forth several forms which proved to be transportation over the N Y., N. H. & H. and connecting lines to Denver. He could have shouted, so great was his pleasure.

"What do you think, Buddy? Transportation clear to Denver!"

They hugged each other like a pair of cub bears, then made their way to the station.

The next train found them passengers bound for a distant city, whose remoteness had seemed but one short hour before an insurmountable barrier to them. We will not dwell upon the incidents of

the long trip further than to say that the talisman carried by Jack opened the way across broad prairies and over hills and mountains. The even and swiftly moving trains on the New York Central quickly lulled them to sleep, and before they realized the distance traveled they had covered the 380 miles between Fish-kill and Buffalo. The next connection was equally luxurious, and the time made on the Lake Shore called forth comments from time to time as watches were brought into use to time the train. Dunkirk, Erie, Cleveland, Sandusky, Toledo were all passed and left behind at a rate of speed that was remarkable. Leaving Toledo is a stretch of track of 72 miles, straight as an arrow from which is derived the name that applies to this particular division. Here an exciting race against time began. Jack was deeply interested, not only in the race itself, but in the personnel of the men who manned the train. He realized that while the wealth of the company provided the luxuries he was enjoying and the power to move the trains at so great a speed, that there must be those to whom great credit was due in carrying out the details, thus completing the great plan of perfection upon which everything is operated. As the conductor came through he said:

"Will you kindly furnish me with the names of those who man this train? I am greatly interested in this race against time."

"Certainly, sir; Dave Luce is pulling us; fireman, H. H. Keene. My name is Abe Wike; my brakemen are F. H. Watson and W. E. Schluter. You are now on a piece of track," he said, "seventy-two miles long, which has not a curve. We hope to make the distance in less than as many minutes. The old methods of taking water have been superceded by more modern plans in the shape of long troughs called track tanks that are filled with water. From those an appliance on the engine called a scoop takes up the water while the train is running and thus enables us to cover the entire division without a stop."

Jack thanked him for this information and soon found himself interestedly engaged in measuring the time between stations. The seventy-two miles were



not only passed, but the remaining distance of the division as well, before Jack fully realized how fast he was traveling. Elkhart was left behind and the short run to the Windy City of one hundred miles passed like a dream. Chicago, with all its noise and bustle, fell upon him to remind him of New York, but he had no interest for the city at this time. Denver was his mecca and soon he was jostling along over the cobble and brick a passenger in one of Parmalee's transfer busses.

"Northwestern depot," sang out the driver and Jack and Bud again found themselves at the terminus of another great line, where they were soon enconced among the soft cushions of a train that was to bear them across the wide prairies of Illinois and Iowa. Here came another race with time; Clinton and Boone were soon left behind and the 480 miles between Chicago and Council Bluffs seemed like a dream. Then came the renowned Union Pacific. Council Bluffs, North Platte and LaSalle seemed to pass like a panorama, and almost before Jack realized it he heard pronounced the name of his station:

"Denver."

"There is no use wasting time," Jack was saying. "We have come here for business and every hour we spend in sight-seeing lessens our chances for work if the demands are light, besides our funds are getting mighty low."

"That's a fact, Jack; I'm with you in a hunt for any kind of work, although I'll admit that there are some kinds of work that I would prefer to other kinds."

After several inquiries they succeeded in finding the office of the superintendent, who was busily engaged when they entered. After a moment he wheeled in his chair and said:

"What can I do for you?"

"We have come west to grow up with the country," said Jack, laughing. "After finishing our course at Yale we found ourselves stranded and we determined to go west and engage in train service. Here we are, brim full of energy and plenty of muscle to back it, but a mighty slim purse."

Jack's naive way of putting it brought a smile to the superintendent's face.

"What experience have you had in road service?"

"I have had six months' experience on a section and nine months' experience in a billing office: none in road service. My chum has had no experience in any capacity."

"Why did you quit your former service?"

"My uncle, who was then a director of the N. Y., N. H. & H., wished me to go to college."

"Oh! Well, Mr. —"

"Jack Hammond is my name. This is Budwair Cressler."

"I was going to say, Mr. Hammond, that we have all the men we need at present, but if you desire to enter train service we might make room for you. I understand that Mr. Higgins needs a few men and if your chum is not particular he might secure a position in the locomotive department."

"That is my ambition, sir," said Bud.

"I think this will fix you out all right then," he said, giving Bud a slip of paper on which he wrote a few lines. "Give this to the master mechanic. Mr. Hammond you will present this note to our examiner, after which you will report to the office below your address so that the caller can find you."

We will not dwell upon the details incident to examination for admission in the service, but simply say that Jack and Bud were successful in passing creditably and were entered upon the company's books as employes in two departments. Their next move was to find a boarding house, which was done with but little trouble, as they were readily directed by one of the number standing just outside the yardmaster's office.

"You'll find Mrs. Cleveland a motherly old soul," he went on to say. "She was the wife of George Cleveland, who was killed in the canyon wreck six years ago. George was running passenger at the time and had only been set up a few months."

Jack thanked them and turned up the street in search of the place described. He was met at the door by a lady whom he at once decided was the estimable lady described to him, and he made known his wishes.

"I am glad to extend to you such hospitality as we have and if it is acceptable I am sure we will be satisfied with each other. You will want a room together, I suppose?"

Both expressed themselves as desiring to share the same room and introduced themselves.

"It will be like old college days," said Buddy, as they seated themselves in the easy chairs in Mrs. Cleveland's sitting room.

"You are college chums, then, I take it?" said Mrs. Cleveland, smiling. "Where is your alma mater?"

"Yale," said Buddy, proudly. "Class of '99."

"Indeed! I am pleased to have two so distinguished guests."

"And we are pleased to fall into your hands and at the present moment appreciate the positions we have just secured above all college degrees or diplomas," said Jack.

At this moment a door opened and a young lady stood upon the threshold with embarrassment in having intruded. To Jack, she was a vision of loveliness. To Bud, she was his captor. Clad in a neat-fitting suit of white her form showed to perfection. She had a wealth of chestnut hair, neatly secured, and on her head was a dainty cap made of the same material as her dress. Her deep blue eyes sparkled with expression and her pretty nose and chin were made positively beautiful by two rows of teeth that showed bewitchingly when she smiled.

"Pardon me," she said, in a low tone that sent the blood to Jack's heart and set Bud's brain throbbing, "but mamma, what shall I prepare for pastry?"

"I will be with you in a moment, Maysie." Then turning to Jack, said, "This is my daughter, Mr. Hammond; Mr. Cressler."

Jack and Bud both bowed an acknowledgment, when Mrs. Cleveland excused herself to superintend the culinary department.

"Did you ever see a diviner form?" whispered Bud.

"She's an angel just dropped down from above," said Jack earnestly.

Bud noted that Jack was as badly smitten as himself and a frown crossed

his face. "It is true he has been my friend and chum, but if he turns out to be my rival we must be enemies. I will win that girl or die," were the unspoken words in Bud's mind as he arose and paced back and forth across the room trying to hide his emotions by appearing to be engrossed in the pictures upon the wall.

"Hello! here comes the expressman with our trunks."

The remaining hour to lunch time was spent in unpacking and in the arrangement of the room they were to occupy. During the afternoon each began a careful study of the duties they were to perform, as laid down in a system of rules by the company. Jack being of a mechanical turn of mind soon grasped the idea of the mechanism of the air brake and even engaged in mathematical calculation of the retarding force of brakes under various conditions. Bud read superficially and tried to retain in mind only the specific duties enjoined upon those taking service in the master mechanic's department.

"Well, can you build an engine yet?" said Jack, laughing.

"No; can you run a train?"

"I would make an effort if asked to try. Of course, I don't mean that I could execute the details, as the rules do not give them, but I have the train order forms well in mind and I have a generally fair conception of the time card, which at any rate constitutes the basis of safety, and that is looked upon as the golden rule in the operation of trains."

"Firemen, as I understand it, are not required to master those subjects until they are nearing promotion as engineers."

They were not given time to discuss the point further, owing to an interruption in the way of a call which ordered Bud to report at the round house and assist in wiping engines. Jack at the same time was ordered to report for a freight train with Conductor Smith, as soon as he could do so.

"You will want a lunch put up," said Mrs. Cleveland, who came in just in time to hear the orders. "While you are getting ready I will have it done."

"Getting ready?" said Jack. "What preparation should one make?"

Mrs. Cleveland laughed. "Pardon me, Mr. Hammond, but perhaps my experience as a brakeman and conductor's wife may be of some value to you. The work you are about to undertake is dangerous, toilsome and dirty. You will present a gruesome appearance if you do not protect your hands with heavy gloves and wear overalls over your clothing, for you will ride out on top of your train more or less and you will be enveloped with smoke. Hot cinders, too, will bury themselves in your skin and your neck will suffer if not protected in some way."

Jack afterward thanked Mrs. Cleveland for her kind advice. He found she had a very thorough knowledge of the hardships that are incident to a brakeman's life.

"I guess she forgot to tell me how to keep these blooming cinders out of my eyes," said Jack, as he crawled down over the tank into the engine. "I'll bet that last one was big as a pea."

Jack kept his eyes open and noted everything that went on about him. His watchful care for the rear end won the good will of the man who manipulated the throttle, and soon he was finding excuse to draw Jack into conversation.

"Ever railroad any before this?" he asked.

"No; that is not in train service."

"Engine?"

"Section hand."

"You don't look it. You'll be all right, my boy, only be careful and don't git hurt; that's the main thing. The company says 'in case of doubt or uncertainty take the safe course and run no

risks.' They kin buy box cars and engines but they can't buy lives."

Nothing worthy of mention occurred during the remainder of the trip, and with the information Jack had gathered from the engineer he felt quite at home after his first trip, when he had removed the grime that covered his face and hands.

"Got a boarding place, Jack," said Smith, familiarly.

"No; and by the way, can you direct me to one of those pay-day boarding houses I have heard mentioned by the men who have no money?"

"They are all pay-day boarding houses that cater to railroad mens' trade. Come along with me, Jack; I'll fix you out if you can stand the grub that I live on."

As they were finishing their meal Jack was made the possessor of one of the "gastronomic identifiers," as the meal ticket is sometimes called by the men in train service. Smith's introduction was considered sufficient indorsement to place Jack upon the books of the house as a good patron. The remainder of the evening was spent in the caboose in conversation upon those subjects that pertained to the craft and which found Jack a rapt listener.

"You may leave your togs in the caboose, Jack," said Smith; when they reached Denver on the return trip. "Kelsey is taking a vacation and will not be back for a month. I want to say this much for you; you're a cracker-jack for a green man and if you are satisfied to brake for me I will see that you stay right here for Kelsey wants to get off the run."



Jack thanked him for the compliment and went home feeling considerably elated after his first experience. He met Bud, who was just rising to go to work.

"Hello, Bud; how does it go?"

"Mighty tough. Helped hostler last night; suppose same sort of drudgery tonight. What I want to do is fire an engine."

"Keep cool, Buddy; you cannot expect to get hold of the general manager's job in a day. Your day to stand on the foot-board will soon come if you are patient, and then—I can see the rockets fly now as you heave the coal into the firebox."

"You are away up already in railroad parlance, I see," said Bud, with just a faint tinge of sarcasm in his tone.

"I am going to adopt it as fast as possible and the mannerisms of the men as well, for nothing is so offensive to railroad men as prudery."

"Jack, there is just this difference between us; you accept the conditions willingly that you meet and actually try to cultivate a feeling of fraternal relationship among those with whom you come into contact. I cannot tolerate these boors, but policy demands that I be a Roman amongst Romans and—well, as one of my winning cards I have consented to be a guest of the shop foreman at lunch on next Sunday, provided you will accompany me, for he assures me that his estimable daughter and wife love music and possess two fine instruments, a guitar and mandolin."

"I shall be delighted."

"I presumed you would be, naturally; I see in the proposition only a chance to 'soothe the savage breast' and, perhaps thereby get more congenial employment."

"And I to mingle with a people whose hearts are in the right place, and to enjoy their society. But, Bud, we will not quarrel about our likes and dislikes. We are working for promotion, you know, and our chances are about even, so far as length of apprenticeship is concerned. Just imagine, Buddy, old fellow, yourself an engineer and your old chum, Jack Hammond, the conductor of one of the limited trains out of Denver!" said Jack, enthusiastically.

Bud smiled in spite of himself. No

further reference was made to the engagement until Sunday morning, when Jack advised Mrs. Cleveland that he had agreed to accompany Bud as the guests of Mr. Fletcher at lunch.

"I learn that you are musicians of no little note," said Mrs. Cleveland pleasantly. "We would be delighted if you would entertain us when you feel so inclined. I know that railroad men as a rule are tired and need rest, but sometimes when you have had your rest will you favor us?"

"I will be delighted."

"Pardon me, Mr. Hammond, I overheard that promise, and I wish to add my thanks to those of mamma's. I have a very fine mandolin that papa bought for me, but which I have never learned to play but little; I have also an old guitar which was mamma's, but she laid it away long ago. Wait and I will bring them."

Maysie hurried away to reappear a few moments later bearing two instruments, which Jack saw at once were of the highest order of workmanship and design. Almost unconsciously he found himself turning the ivory keys of the mandolin. Maysie had slipped into an adjoining room and the next instant Jack heard a note struck on her piano which his trained ear knew was for his guidance in tuning the instrument he held. In another moment the strings gave forth evidence of a perfectly harmonious relation of sound and Jack picked up the bit of a pick that as he looked at it thought of the fair fingers that had clasped it before him.

"Perhaps there is something we know in common," said Jack, entering the parlor at Mrs. Cleveland's invitation. "Ah, there is Sousa's 'Stars and Stripes,'" taking up that celebrated piece of music and laying it before Maysie. "Please play it; I will play the accompaniment first time through; second time through you play accompaniment to me."

Maysie proved to be a skillful performer on the piano and delighted Jack with her technique. Jack entered into the soul of the piece and his execution was simply marvelous, to Maysie, who had never seen anything to compare with it.

"Oh, Mr. Hammond, I am simply delighted!" said Maysie when they had concluded.

"I assure you it is mutual, Miss Cleveland."

Thus a warm friendship was established that was destined to grow day by day amid snares and hardships that only intensified their regard for each other.

The luncheon at Fletcher's proved but an introductory feature of a well laid plan on the part of Mrs. Fletcher to bring together the circle of society in which they moved and among which was the best musical talent of Denver. Miss Cleveland and her mother were among the first to arrive, with Bud as their escort. Jack was among the last to arrive, but punctual nevertheless to the hour.

"I trust I have not kept you waiting, Miss Fletcher," said Jack, after Maysie's introduction.

"Oh, no; you are exactly on time, as they say on the road."

Then followed introductions to those assembled, and in a short time Jack felt as much at home as if he had always known them. His jolly disposition and ready fund of wit was appreciated by all present, with perhaps the exception of Bud, who yawned wearily. Luncheon over, there was a call for music, to which Maysie responded with characteristic willingness. Her ability as a performer was recognized and a hearty encore called for one selection after another, until she begged to rest.

"Papa tells me that you play guitar, Mr. Cressler; will you favor us with something of your own choice?" said Miss Fletcher, bringing forth that instrument.

"Mr. Hammond and I sometimes play for our own amusement. His instrument is the mandolin. With his assistance and your toleration of our efforts we will try."

"How delightful that will be! So you play mandolin, Mr. Hammond?"

"I'm an amateur only."

Miss Fletcher then took that instrument from its place beside the piano and gave it to Jack, saying:

"I love mandolin, but I shall never

learn to execute difficult pieces. Do you care if I sit here and watch you?"

"I shall be pleased if I can give you any new ideas," said Jack.

The instruments were in perfect tune and as if of one mind Jack and Bud broke forth in that familiar composition, "El Capitan." A hearty encore followed and extravagant praises went up from all and a call for other selections. Mr. Fletcher sat smiling near Bud, whose nimble fingers and delicate execution brought forth admiration from all. One selection followed another until Jack declared that as the audience was tired the players would take a recess.

One after another of those present followed with some selection of their own choice until all had participated. Then came another demand for Bud and Jack to play, but to which Bud pleaded excuses.

"We will give them that new rag time piece, Mr. Hammond," said Maysie, going to the piano.

Jack's face lighted up with pleasure at this invitation and drew up his chair near the piano.

"I had no idea you had been rehearsing with Miss Cleveland," said Bud, with a frown. "I am sure you have something that will delight us."

Jack was quick to detect the covert sneer, but said nothing. It had no apparent effect upon his execution, but when he had concluded his face was grave. Bud was moody and silent during the remainder of the evening and went to work without saying the usual good-bye.

At an invitation from Mrs. Cleveland he came down to the little sitting room, where he was made to feel at home by mother and daughter. The conversation turned to books and soon Jack found himself reading favorite sketches of Burns, which both himself and Maysie loved well. Once he imagined he saw Bud's face pressed against the pane, but he put the thought away as foolish; was not Bud at the shops at work, nearly five blocks away?

[TO BE CONTINUED.]

# PROGRESSIVE FORM OF QUESTIONS AND ANSWERS ON THE AIR BRAKE.

EDITED BY GEORGE R. PARKER.

Courtesy F. M. Nellis, Secy. Air Brake Ass'n.

[NOTE.—This department is opened for the benefit of our members, and any questions asked should pertain directly to the lesson or which has been printed. Address all communications to THE RAILWAY CONDUCTOR.]

## TESTING BRAKES: ROAD OR DIVISION TERMINAL TEST.

Q.—235. In making a road test of brakes at a division terminal, what should be done?

A.—The train should be made ready just the same as before if it is to descend grades, or the retainers to be used, otherwise they may be turned down. The engineer should be prepared, when coupling to the train, to charge it as rapidly as possible. To do this he should have full main drum pressure and the valve handle on lap position. If it is necessary to use the engine brakes while the coupling is being made, they may be used, but if released, the handle should be returned immediately to lap position. When the engine is coupled to the train the angle cock on the rear end of the tender should be opened first, that the hose coupling may be at least partially charged with air before the other angle cock is opened. To charge the train, the engineer should place the handle of the Plate D 8 brake valve in release position and leave it there until charged up. With the Plate E 6, or D 5, brake valve, the handle should be removed to release position, but immediately returned to running position and the train charged there.

Q.—236. What is meant by charging the train, and how long should it take the engineer to do it?

A.—By charging the train is meant to fill the auxiliary reservoirs with air pressure; the time required to do it varies with the length of the train, but it cannot be done in less than 1½ minutes on account of the feed groove in the triple valves being so small.

Q.—237. How much pressure must be obtained before testing brakes?

A.—At least 50 or 60 pounds, in order to ascertain the real piston travel; the maximum pressure would be better, but these pressures will do.

Q.—238. How should the brakes be applied for the test?

A.—By the engineer reducing the train pipe pressure from 15 to 20 pounds in service application position.

Q.—239. What should then be done?

A.—The train should then be inspected to see that all brakes apply and have the proper piston travel, which, if improper, should be adjusted. After it is known that all brakes apply properly, the signal to release brakes should be given, and the train again inspected to see that all brakes release.

Q.—240. How should the signal to release be given in passenger service?

A.—By the signal whistle, and by the car discharge valve on the last car.

Q.—241. Should the signal to release be given by the rear stop cock of the signal line?

A.—No. When given by the discharge valve it becomes a test of the signal apparatus, which it would not be if given by the stop cock.

Q.—242. What should be done when adjusting the piston travel?

A.—The brake should be released by means of the release valve, the car cut out by closing the cut-out cock under the car, and the travel then adjusted by the dead levers of the truck, the slack being taken up equally on each end of the car. On cars where no dead levers are provided, it is usually adjusted on the bottom rod by means of a turn buckle. If enough slack cannot be taken up on the dead lever, it may be taken up on the bottom rod, but care must be taken when doing so, as slack is taken up much faster on the bottom rod than on the dead lever.



## THE RAILWAY CONDUCTOR.

Q.—243. When the engineer receives the signal to release brakes after testing, how should he make the release?

A.—Place the brake valve handle in full release position for a few seconds and then turn it to running position.

Q.—244. After the inspectors find all brakes released, what should they do?

A.—Notify the engineer as to the number and condition of the brakes.

Q.—245. At what other times should the brakes be tested?

A.—After picking up or setting off cars, or at any other time that the train may have been parted without the application of the brakes.

Q.—246. How would such a test be made?

A.—The trainmen or inspectors would signal the engineer to apply the brakes and watch the brakes back of where the train was parted. As soon as they applied they should signal the engineer to release the brakes and see that they release. This insures all angle cocks being open.

Q.—247. Should one brake on the train refuse to apply when making a terminal or shop test, all the rest of the brakes applying all right, what should be done?

A.—If the car is cut in see that the auxiliary reservoir is charged, by trying the release valve. If it is charged, have the engineer attempt to apply the brake in service application, then by holding the hand over the hole in the under side of the back cylinder head, if air passes out through that hole it will be felt. If it does this the trouble lays with the packing leather, as this air must have passed it.

Q.—248. Should any of the brakes refuse to release, what should be done?

A.—If the angle cocks are all open and the excess pressure already pumped up, it will only be necessary to place the brake valve handle in full release position for a few seconds. But if there is no excess pressure shown, the brake valve handle should be moved to lap position and held there until the excess pressure is obtained; then upon placing the handle in release position, the brakes should release.

Q.—249. Would it be good policy to make another slight application of the brakes before making the second release?

A.—No. To release brakes the train pipe pressure must be increased over auxiliary reservoir pressure. When applying brakes train pipe pressure is reduced, and it is already too low or the brakes would release.

Q.—250. Should the brake refuse to release on the second attempt, what should be done?

A.—Reduce auxiliary reservoir pressure by means of the release valve; should that not release the brake examine for a pressure retaining valve, and if there is one on the car, see that the handle is in the proper position, pointing downward, and the exhaust opening free; if there is no pressure retaining valve, or if it is in proper condition, look for a hand brake set or the brake rigging foul under the car.

Q.—251. What other test is it advisable to make after changing engines or otherwise parting the train?

A.—What is termed the running test. In making this test, after the train has started the brakes are applied lightly by the engineer until he feels them begin to hold, he should then release them. This insures against the closing of any angle cock, either accidentally or intentionally.

Q.—252. When should piston travel be adjusted?

A.—If it is less than  $4\frac{1}{2}$  inches in freight, or  $5\frac{1}{2}$  inches in passenger service, or more than eight inches in either, the travel should be adjusted to as near 6 inches as possible.

Q.—253. Why must the travel not exceed 8 inches?

A.—Because after that the braking force lessens slightly by the expansion of the air into the greater space, and when the piston strikes the cylinder head at 12 inches travel the brake is ineffective.

Q.—254. Is it permissible to adjust the piston travel by taking up the slack with the hand brake?

A.—No; it is dangerous to do so.

Q.—255. In case of a defective, or non-operative, brake, how would that one brake be cut out of service so as not to affect the others?

A.—With the plain triple valve, move the handle of the fourway cock to a position half way between horizontal and upright. With the quick-action triple simply close the stop cock in the branch of the main train pipe, by placing the handle in a position parallel with the pipe. In case of cut-out brakes they should be reported to the inspectors at the terminal, that they may be repaired. The auxiliary reservoir should always be drained by opening the release valve.

### HANDLING TRAINS.

Q.—256. In making an application of the brakes for any purpose, except testing brakes or an emergency application, how much pressure should be drawn from the train pipe at the first reduction?

A.—From five to seven pounds.

Q.—257. Why not less than this amount?

A.—Because the reduction would not be sufficient to force the brake pistons over the leakage grooves in the cylinders.

Q.—258. Why not more than seven pounds?

A.—Because it will cause too severe an application of the brake at the first reduction, and is liable to cause shock to the train; this is especially true where the piston travel is short.

Q.—259. After the first five or six pounds reduction, how much pressure should be drawn from the train pipe at any one reduction?

A.—This must be governed entirely by the circumstances, but the best results are obtained by not using more than three or four pounds at any one reduction after the first one.

Q.—260. How many applications should be used for the ordinary station stop with a passenger train?

A.—One and not to exceed two.

Q.—261. What is meant by one application?

A.—From the time the brakes are applied until they are released, no matter how many reductions, is one application; after they have been released and are reapplied is the second application.

Q.—262. How many applications should be used for water tank or coal chute stops with a passenger train?

A.—Two.

Q.—263. Why use two?

A.—It insures a greater accuracy and permits holding the brakes on until a full stop without the usual disagreeable lurch, thus insuring the train standing still after the stop is made.

Q.—264. Should the brakes be held applied on a passenger train while standing at a water tank or coal chute?

A.—Yes. If they were released and the engine throttle leaked slightly, the train might start to move, and before it could be stopped cause damage.

Q.—265. Is there any other time that the stop could be made in this manner to good advantage?

A.—Yes. When stopping at short platforms to load express matter or baggage, or on grades where the brakes must be held applied to a full stop in order to stop the train.

Q.—266. How is such a stop made?

A.—The first application should be so made that if allowed to remain applied it would stop the train a little short of the desired point, but before stopping, say about three or four car lengths from that point, the brakes should be released, the brake valve being immediately returned to lap position and the brakes then applied lightly as may be necessary until the stop is made.

Q.—267. How is the shock avoided if the brakes are held on until a full stop?

A.—The train being moving at a slow rate of speed when the second application is made, it is of necessity a very light application, and a light application causes very little or no shock when held on until a full stop.

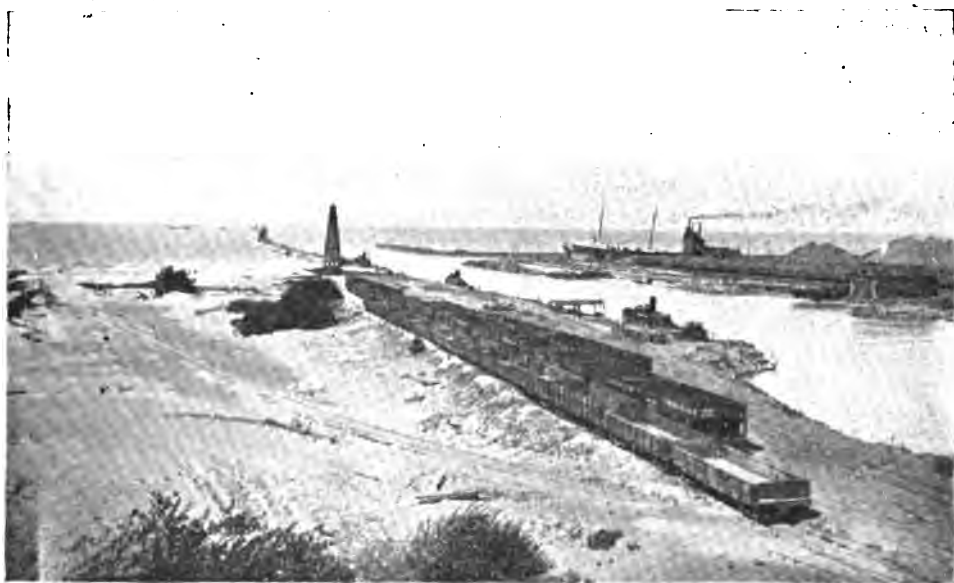
Q.—268. Why is it essential to return the handle to lap position after releasing when a second application is desired?

A.—To avoid overcharging the train pipe above the auxiliary reservoir pressure.

Q.—269. What effect does such overcharging have?

A.—In order to apply the brakes the train pipe pressure must be reduced lower than the auxiliary reservoir pressure; if the two are kept as nearly equal as possible when releasing, the second application can be obtained immediately; but if the train pipe pressure is much higher than the auxiliary pressure, then such surplus pressure must be exhausted first to get them equal, and a further reduction made to reduce train pipe below auxiliary pressure, all of which consumes time.

Q.—270. Why is it bad practice to use more than two applications in stopping?



ENTRANCE TO ASHTABULA HARBOR

A.—Because each application decreases the auxiliary reservoir pressure, and repeated applications without recharging soon reduce this pressure so low as to materially reduce the power of the brakes.

Q.—271. With a passenger train at ordinary station stops, when should the brakes be released and why?

A.—A sufficient time before stopping to avoid the backward lurch. If the brakes are released a sufficient time before stopping to prevent the driving wheels from revolving backward when the train stops, this will be accomplished.

Q.—272. Can this lurch, caused by the tilting of the trucks, be avoided any other way than by releasing as mentioned?

A.—Yes. If the engine throttle is opened slightly at the time the train stops, just enough to hold the train until the trucks resume their normal position, the lurch will be avoided. This last-named method is hardly to be recommended for a general practice, however, as it has a tendency to make the engineer careless.

Q.—273. In steadying a train around a curve, when should the brakes be applied?

A.—While on the straight line just before reaching the curve. This rule does not

apply to descending grades, however, as then the curve should be taken advantage of to recharge.

Q.—274. In handling a freight train, either partly or wholly equipped with air brakes, how should the application for an ordinary stop be made?

A.—Very much the same as with a passenger train, if anything more gradually. When shutting off steam, the engineer should allow of ample room for making the stop, and after shutting off should wait a little while for the train to settle and the slack to run up if it will. After this interval he should make a reduction of, not to exceed seven pounds, and again wait for the slack to come up. Simply shutting off steam will not always bunch the train, and the first reduction should not exceed the amount stated, that the slack may not come too quickly. After the slack is bunched, the engineer may follow up as circumstances and judgment dictate, only it should be borne in mind that the brakes are not to be released until a full stop is reached. In order to avoid the necessity of a release, the application should be as gradual as possible, each reduction being no heavier than is required at that time.

Q.—275. What precaution should be taken if brakes are released when the train is moving slowly?

A.—The engine throttle should be left closed at least until the rear brakes are entirely released. The idea, which is prevalent to a considerable extent, that the brakes are released the instant the handle reaches release position, is erroneous, and if the throttle is opened carelessly at this time damage will follow.

Q.—276. Why is it that the brakes must be held applied with a freight train until the stop is completed, while with a passenger train they are released before stopping?

A.—Principally on account of the slack in the long train. The shock met with in passenger service if the brakes are held on until a full stop, is not met with in freight service on account of the different method of hanging the brake beams. The shock met with in freight service is caused by the slack running out, and if the throttle is opened before this slack runs out there is liability of parting the train.

Q.—277. In backing a freight train out of a side track, the train being only partly equipped with air brakes, how should the brakes be applied?

A.—A few hand brakes should be set at the rear of the train to hold the slack bunched against the engine, and the train then carefully stopped with the air brakes if it is so desired.

Q.—278. Upon the application of the air brakes under such circumstances, would the slack not run out?

A.—Yes; but the hand brakes being set would prevent it from running out fast enough to cause damage.

Q.—279. In the event of the engineer finding that he is sliding the wheels on the train, what is the first thing he should do?

A.—If he has the brakes applied at the time, and can do so, he should release them, and before reapplying should get some sand on the rail, and then keep the rail continuously sanded until the stop is made. When applying for the next stop, if the rail is bad, he should use sand before the brakes are applied, or at least while they are applied lightly, and keep the rail continuously sanded until the stop is completed.

Q.—280. What is the benefit or use of sand in a case of this kind?

A.—The primary use of sand is to create a greater adhesion of the wheels to the rail and lessen the likelihood of skidding them. The rail, for this reason, should be well and continuously sanded during the entire stop and before the brakes are applied, or at least while moderately applied, otherwise if the wheels lock and slide first the benefit of the sand is entirely lost.

Q.—281. If the wheels are sliding, would the application of sand to the rail start them revolving again?

A.—No. They would continue to slide, and sliding on sand would cause them to cut badly.

Q.—282. In the event of the engineer having used full braking power to make the

stop, through not having applied soon enough, if he finds that he will still run past the station, would it be good policy to sand the rail?

A.—No; unless it is a case of emergency. Possibly some wheels are sliding, if they are the application of sand to the rail would cause very bad flat spots.

Q.—283. How would the cause of wheels sliding be located?

A.—If the brakes released all right, and the wheels did not slide because the brake "stuck" or "dragged," it would be applied to ascertain the piston travel. If the travel was found to be too short, before any alteration was made the hand brake should be examined to see if it had been partially set. If the hand brake was free the travel should then be adjusted by the dead lever. If the piston travel was found on inspection to be correct, the leverage should then be calculated to ascertain if too much power was being developed.

Q.—284. How would the brakes be operated in handling trains on long descending grades?



PENNSYLVANIA CO.'S SLIP—UNLOADING THE M. A. HANNA

A.—They should be applied lightly in sufficient time to permit of holding the train with a light application; before reaching a sharp curve or let up in the grade the train should be slowed down, and as it reached the curve or let up the brakes should be released and the auxiliaries recharged while passing such a point, if necessary.

Q.—285. Why is it preferable to apply the brakes when going slowly instead of allowing it to attain its maximum speed?

A.—Because when going slowly a light reduction will hold it at that speed, or at most will allow it to increase in speed very gradually. In holding a train on a grade the prime consideration is safety. The more air that is taken from the auxiliary reservoirs to hold the train, the more will have to be replaced when they are recharged. This consumes time which cannot then be spared.

Q.—286. In recharging in a case of this kind, where should the brake valve handle be placed?

A.—In the full release position, and left there until ready to reapply with the older form of brake valve; with the new form of valve it should be left in release until

charged very nearly to the full 70 pounds, the valve handle then being returned to running position.

Q.—287. Why not leave the handle in full release position until ready to reapply with the new form of brake valve?

A.—Because of the liability to overcharge the train, the feed valve being inoperative in that position.

Q.—288. In recharging on grades, what should be kept in mind?

A.—That safety is the first consideration. To obtain this the train should be recharged as often as opportunity presented itself, endeavoring to keep the train under control and as near the maximum pressure as possible, avoiding unnecessary recharging.

Q.—289. Should the engineer attempt to maintain a uniform speed in descending grades?

A.—Yes; where practicable, but there are other and more important points to be considered first, uniformity of speed being a secondary consideration.

Q.—290. Can any rules be laid down for handling trains on grades?

A.—Only in a general way. Local conditions must govern each individual case and judgment be used accordingly.

M. C. R.—Pittsburg, Pa., asks: "Can there be such a difference in the length of piston travel that the reduction made to cover the leakage groove in the piston of the longer travel will cause a shock to the train by too quick action on the part of pistons of shorter travel; or, to be brief, does the length of piston travel, if any great difference exists, constitute a cause for shock to the train?"

A variable piston travel, to some extent, is usually conducive to shocks, especially in long freight trains. Still, under some circumstances, it may be present, but not always apparent. I will endeavor to make the above clear by referring to the following facts that are too well known to be questioned. "Nine pounds reduced from 70 in train pipe and auxiliary reservoirs, with 4 inch piston travel, will give about 25 pounds pressure in brake cylinder; the same amount reduced from the same original pressures, with 9 inch piston travel will give a brake cylinder pressure of about 8 pounds on each square inch of piston area, about one-third less, due to piston travel being increased 5 inches. As this question is being answered more particularly in connection with freight cars, we will refer to the size of brake cylinder that is usually employed on same, being 8 inches in diameter, having about 50 square inches of piston area. The total power of brake cylinder in pounds is ascertained by multiplying the number of pounds pressure by number of square inches of piston area; in cases cited above, there would be a brake cylinder force of 1,250 and 400 pounds, respectively.

The above applies to but one reduction or pressure. As freight trains are not usually stopped with one reduction, we will be justified in making a second reduction of about 6 pounds, 13 pounds in all; this second reduction will result in brake cylinder pressures 57 for 4 inch and 29 pounds for 9 inch piston travel, or a total force in pounds of 2,850 and 1,450, respectively.

We will now apply the above conclusions in three ways to a freight train composed of 30 air brake cars, all being operated. We will adjust the piston travel on the ten head cars to 4 inches, the twenty in the rear to 9 inches. Air pressures are equal

throughout train pipe and in all auxiliary reservoirs, and is reduced 7 pounds from an original pressure of 70 pounds, brakes starts to apply, the head ones applying first and in addition, the ten head cars apply with much greater force than those in rear, this results in checking head portion more rapid than rear portion, starting a shock between the tenth and eleventh cars that is communicated from car to car towards the rear, ordinarily the intensity of same increasing the further it goes, the way car and occupants of same getting the most of it. The same results will follow the second reduction; they may be modified, depending on the amount reduced from train line pressure; if it is 6 pounds, as previously proposed, we believe the results would be undesirable, as the second reduction results in greater difference in brake cylinder pressure and due to variable piston travel.

We will now place the ten cars with short piston travel in rear of train, and apply brakes by making the same reduction in pressure, viz: 7 pounds, head brakes applying first will have a tendency to bunch train. The greater force developed in the ten rear cars will reverse these conditions by stretching train. If rear portion of train is on curve and overcoming resistance due to same, or is on a slight ascending grade, the stretching action may be sudden and severe, placing an unnecessary strain on draft appliances, causing a shock somewhere in train that may cause same to part. This action will be duplicated if the following reduction of pressure is heavy.

Instead of placing the cars with short piston travel together we will now scatter them by placing them at regular intervals throughout train. Their influence for results previously mentioned are now lost, because the united power they once had is now scattered. The latter fact is true in all departments of life. A combined influence produces results desirable and undesirable, all depending on what position we occupy.

In order to overcome shocks of all kinds uniform adjustment is an absolute necessity. Some employ injunction, 'An efficient automatic' brake slack adjuster will enable all things to run smooth-



ly and prevent shocks in railroad trains that are produced by variable piston travel.

We have answered this question in connection with the application of brakes as it has an import-

ant bearing on the release of brake; if M. C. R. desires it we are willing to answer in this connection in a subsequent number.

[TO BE CONTINUED.]



LAKE SHORE SIDE—WHIRLEY'S AND PACKAGE FREIGHT HOUSE

## INTERESTING INFORMATION.

The recent departure from Washington of the special train carrying the United States and numerous other delegates to the approaching Pan-American Conference to be held at the City of Mexico lends especial interest to some figures on the commerce of the United States with the territory at the south, which the Treasury Bureau of Statistics has compiled for the convenience of the United States members of that congress. The importance of development of our commerce in this particular direction is pointed out by this publication, which shows that our exports have shown less growth to the countries of Central and South America than to any other part of the world.

"The commerce of the United States with the American countries lying south of her borders," says the opening page of this discussion, "has long been an ob-

ject of solicitude to her statesmen, economists, and business men. With the English-speaking people of American territory lying upon the north her commercial relations have rapidly grown and proven mutually satisfactory. With those of another language, occupying the contiguous territory at the south the growth has been slower and less satisfactory, and as the distance increases the growth decreases. To British North America the United States supplies 52 per cent of the total imports for consumption; to Mexico, equally adjacent, but speaking another language than our own, 40 per cent; to the Central American States, next removed by distance, though readily reached by water, and now being tapped by railways, 35 per cent; to Colombia, a trifle farther removed, but equally accessible by direct water communication 33 per cent;

to Venezuela, equally accessible, 27 per cent; to the West Indies, which lie in close proximity, but which have been up to the present time controlled by commercial nations whose policy in many cases has been to retain their commerce for their own people, 20 per cent; to the Guianas, also readily reached by water, 25 per cent of the imports of British Guiana, 17 per cent of those of Dutch Guiana and but less than 6 per cent of those of French Guiana.

"Up to this point the study of the growth of commerce between the United States and other American countries is fairly satisfactory. Beginning with 52 per cent of the import trade of Canada, 40 per cent of that of Mexico, and ranging on downward along the Gulf of Mexico and Caribbean Sea, a fairly satisfactory share of the commerce of those countries is enjoyed by the people of the United States; though it will be conceded that her people have a right to expect a larger share of the commerce of the countries lying so near at hand, especially in view of the fact that our purchases from them are much larger than our sales to them. Even this somewhat unsatisfactory condition of trade with the countries bordering upon the Gulf of Mexico and the Caribbean Sea is, however, gratifying when compared with the traffic relations of the United States with the countries of South America bordering upon the Atlantic and Pacific oceans. Of the total imports of all South America, 87 per cent is taken by the countries bordering upon the two oceans, and but 13 per cent by those upon the Caribbean. On the eastern coast of South America we find Brazil importing in 1899 goods to the value of over \$105,000,000, of which the United States supplied about 10 per cent; Uruguay and Paraguay, \$26,000,000, of which our share was less than 7 per cent, and Argentine, \$112,000,000, of which about 10 per cent was from the United States, while a tour of the Pacific coast shows imports into Chili of \$38,000,000, Peru, \$8,500,000, Bolivia, \$11,600,000 and Ecuador, \$7,000,000; the proportion from the United States averaging about 10 per cent. Thus the northern coast of South America, fronting on the Caribbean Sea, imports goods to the value of \$26,000,000,

of which we supply an average of 25 per cent; the eastern coast, fronting upon the Atlantic, \$275,000,000 and the Pacific coast, \$80,000,000, of which our proportion is in each case about 10 per cent.

"Nor can it be urged that this condition is a temporary one. While exports from the United States to Mexico have grown rapidly, especially since the opening of railroad communication, and have experienced a moderate development in the case of the countries bordering upon the Caribbean, the total sales to the south of us have not grown with the rapidity which has characterized those to the world at large. In 1868 our sales to the countries lying south of us were 205 of our total exports; in 1878, a little less than 10 per cent; in 1888, a fraction above 10 per cent; in 1898, but 7 per cent and in 1901, about 9 per cent of our total exports.

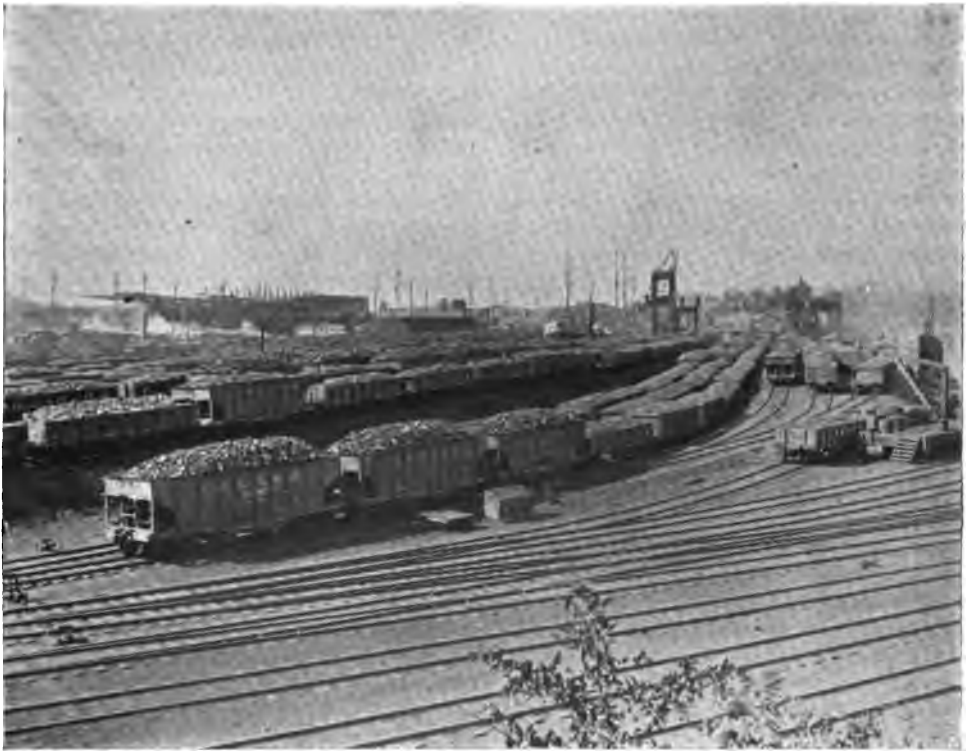
"An examination of our list of purchases from Central and South America seems to increase the anomaly presented by their small purchases from us. Of Brazil we are by far the largest customer in her chief articles of export—coffee and rubber—while from Argentine and Chile our purchases of wool and hides are also heavy; and for the tropical products of other countries of South America—sugar, spices, fruits, dyewoods, cabinet woods, textiles and chemicals—the United States offers a constant and rapidly increasing market. From the countries of South America, the United States in 1901, purchased goods valued at \$110,329,667, while her sales to them in that year were but \$44,770,888, less than one-half of her purchases from them.

"A study of the map of the world seems to offer a partial explanation of the anomalous conditions with reference to the trade of all of the countries lying south of the easternmost point of South America. The commerce of the world reaching Brazil (south of the Amazon), Uruguay, Paraguay and Argentine, on the Atlantic coast; and Chile, Peru, Ecuador and the interior State of Bolivia, on the west, must reach them by water, and their sales to other parts of the world also go by water. It will be seen that the markets of Europe are practically as near to all South America fronting on the Atlantic

and Pacific as are those of the U. S. And examination of the map and of the distances actually travelled by the great steamships following the usual course of commerce sustains this assertion. The easternmost point of South America extends 2,600 miles farther east than New York, and the sailing distance from that point to N. Y. is actually greater than to the cities of southern Europe, and but slightly less than to the commercial cities of England and Germany, our greatest commercial rivals. This fact alone places the U. S. upon an equal footing with Europe in the matter of distance; but in view of the fact that nearly all of the steamship lines entering South American ports are controlled by European capital and European interests, it is not surprising that a large share of the commerce of those countries should be diverted to Europe. Naturally a considerable share of their exports go direct to Europe, and to that extent it would be quite reasonable to ex-

pect that their purchases would be from that part of the world.

The fact that exports from the United States to Europe greatly exceed her imports from Europe makes it practicable for the vessels which bring the rubber, coffee, hides and wool of South America to the United States to readily load at our ports with grain or provisions for Europe, and there load again with goods for the South American markets, thus making the tour of the triangle of which the line from New York to Liverpool forms the base, and the ports of Brazil and Argentina the apex. That this should occur under ordinary conditions would not be surprising, and that it should occur with lines of steamships controlled almost exclusively in the interests of European capital and European trade is to be expected. Added to this is the lack of banking and business facilities for direct inter-communication with the United States, neglect of American merchants to



ENTRANCE TO L. S. & M. S. YARD, AND DUMPING MACHINE

closely study the trade methods and requirements of the countries in question, the absence of direct solicitation of trade in the language of the country where busi-

ness is sought, all of which are valuable aids in increasing the commercial relationship, and especially in increasing our sales to the countries in question.



## \*AN UNRULY BRAKE.

"Me ever see the Rio Grande? A few. I've seen it pretty much from Brownsville to the Colorado line. But I'm not hankering to see it any more—at least not where it marks the end of Uncle Sam's land.

"Yet there was a time when the Rio Grande was the prettiest stream I ever saw. And the place where I saw it last and welcomed it as I never did a river, was the place where it's at its worst, where it's dust dry ten months in the year, and flooding the country the other two.

"It was while I was running an engine on the Mexican Central. That's not a bad job now, and it was better then. You get your pay in gold and you pay your living in silver, and if ever a man can save money that is his chance. That's what took me there, and the same thing tempted the rest of the boys, for, with the exception of the brakemen, all the train crews were American born. The Mexican is good in many ways, but he isn't up to running an engine or punching tickets.

"It was a good job, all right, but it had its draw backs. One of these was the trick the Mexican government has of locking up the American part of the train crew whenever there is an accident. If they locked them up when they are to blame, it wouldn't be so bad; but down there they lock you up and then forget about you. In the course of a year or two they may remember you, and when they have satisfied themselves that the accident was an accident, and not a piece of cold-blooded deviltry on your part, they let you go. But they don't apologize, and you don't get pay for lost time. So an engineer's job isn't pure joy down in Diaz land.

"I didn't know about these drawbacks when I took the job, but once I had it, I wasn't going to back out, and besides, I

figured on not having any accidents. For a year it was all right. Then it had to come. I was running on the north division of the road, from Montezuma to Paso del Norte—it's Jurez, now. Charley Robinson was my conductor and Bill Elkins was firing. We had made the run to Ojo Caliente and were just pulling out, when Robinson jerked the air brake like mad. I knew something was up, and I couldn't see from my side of the cab. I wasn't waiting to look, though, and the way I handled the old machine to bring her to a stop was shameful. Just as I succeeded, Elkins called out from the footboard, where he had swung himself:

"'Too late, Dick. We've done it.'

"I knew what that meant. My first idea was to jump and run. But where could I run to? We were a hundred miles from the border, and I knew there was no chance. There wasn't time to think twice. In half a jiffy a swarm of police and soldiers, who are always about the stations, were in the cab and all over the tender. They had Elkins and me on the platform in a minute and looked as though they were going to shoot us at once. Then another company or two came up with Robinson. He told me how it was. A Mexican, full of tequila, had made a run for the train as we pulled out. He tried to jump on the step, but his legs tangled up, and he went under the wheels before Robinson could get to him.

"We expected to be lugged off to jail, but one thing saved us for a time. There wasn't a man in Ojo Caliente who could take the train on. So the captain commanding the soldiers didn't know what to do. Finally, at Robinson's suggestion, he telegraphed for authority to let us finish our run under a guard of his men. That seemed the only way out of

it, and, after the wires were kept busy for half an hour, the order came for us to go ahead. Six soldiers climbed into the cab, and sat, some on the tender and some on Jenkins' seat, with their guns pointed unpleasantly at us as we pulled out. A big batch were scattered through the train to keep watch of Robinson.

'I don't think the fellows in the cab enjoyed their ride much, but I know

get across,' yelled Bill, as he took a rest from shoveling coal, 'I'd make a run for it if there was a chance, but there is no show with these cusses watching like they are.'

"I knew there was no show, once we had stopped in Paso del Norte. But, somehow, Bill's words put an idea into my head. When we got to San Jose I climbed down and made a bluff at looking



PENNSYLVANIA CO.'S DUMPING MACHINE

Elkins and I enjoyed it still less. Instead of going home at the end of the run, we were going to jail; and from what I knew of Mexican jails there would be no joke about it, especially when it might be years before we got a trial.

"It was a forty-minute run to San Jose, the next station, and in those forty minutes Elkins and I did some tall talking.

"'It's pretty tough to take the machine so close to the river and not be able to

over the engine. The station agent was an American, as they were, then, all along the line. While I was pretending to look at the wheels and to test things generally, I signalled to him and Robinson to come up. When they came you would have thought they were leading a review of the whole Mexican army, there were so many baggy breeched soldiers tagging along. There was one good thing for us about those soldiers, though, and that

was that they didn't savey English. Still I wasn't taking any chances, and I kept on with my bluff of looking over the engine until Robinson and the agent wondered what I wanted.

"Something wrong with the old girl tonight," I said finally, pointing in at the trucks.

The agent bent down to look, but Robinson understood that something was up.

"What are you driving at?" he asked.

"Why, there's something wrong," I said again. "She don't work the way she usually does. I had a hard time making her slow down for the station. Seems to me as if she wants to run away."

"Robinson and the agent looked at me, and I could see that they were beginning to understand.

"What is it; throttle or brakes?" asked the agent.

"Well, it's kind of a combination of both," I said. "It's hard to put on brakes, and when they are on, the shoes don't seem to bite right. And the shut-off is working harder than sin. I'm almost afraid she'll run away. I never had an engine do it with me, but I'm feeling, somehow, as if this one would. It wouldn't matter much, if the switches were right."

"I looked at the agent and saw that he knew what I was driving at.

"Might be a good thing for some people if she did run away," said Robinson.

"Yes," answered the agent, "and the switches will be right. They're all United States up the line, ain't they?"

"Every blessed one," I said.

"Then I'd bet on the switches," he answered.

"He didn't waste any more time talking, but went into his den and commenced working the telegraph key. I saw him at it as we pulled out.

"Between San Jose and Paso del Norte there was only one stop, and that was at Samalyuca, thirty miles from the river. We were late because of the accident, and I was pushing her along to pick up some of the lost time. The soldiers had got a little more used to the motion of the engine, and though they didn't like it they weren't looking so scared when we struck a curve. I felt better, too, be-

cause there was less danger of their guns going off by accident.

"I kept up my bluff that there was something wrong with the engine and got one of the soldiers to help me with some bogus repairs. Bill had heard what I said at San Jose, and he was on. When we got near Samalyuca I made believe that I couldn't shut off steam. I pulled at the throttle but didn't release the spring catch, and so, of course, it wouldn't budge. Then I called to a couple of the soldiers, and they came and pulled, too, but it didn't do any good. Finally I shut off steam and brought her up, but we had run by the station and had to back in.

"Did she run away with you?" asked the station agent, as I climbed out of the cab.

"He was a bright young fellow, and there was a look in his eyes that showed me he knew what was up.

"She pretty nearly did," I answered. "I'm afraid she will, next time."

"She won't hit anything if she does," he replied. "I caught a message to San Juan that said the track was clear."

"Then I'm pretty sure the old girl will get fractious when she gets near the river," I said. "She's United States make and she seems to want to go to her old stable."

"Robinson came up and we talked, and he and Elkins grinned at each other.

"I've fixed the air-brake," he said. "The soldiers can pull at it all day without making it work."

"Good boy, I answered. "If she don't run clear home it will be because she hits something that stops her."

"It is thirty miles from Samalyuca to Paso del Norte, and from the station there it's another mile to the station in El Paso, and half way between the two stations is that makebelieve river, the Rio Grande.

"The running card allows an hour and twenty minutes to Paso del Norte, but we were behind time, and I slammed her along. I was getting anxious as the time came for putting the scheme through. I began wondering what the soldiers would do when they found out what was up; whether they would let us run away with them, or whether they would get excited and shoot. But I decided to take the



chance, anyhow, and, to keep them occupied, I went at the old bluff of getting them to help me with the engine. Bill joined in this game and hooked the fire rake into a ring at the back of the tender, and got three of the soldiers to pull on the rake. I pretty nearly laughed when I saw what they were doing. It seemed as though a five-year-old kid would have known better. But the Mexicans took it all seriously, and Bill and I kept them busy.

"They were so occupied with their monkey work that they didn't notice how close we were to Paso del Norte. I did, though, and I looked ahead mighty sharp to see that the track was clear. I was sure it would be, as far as the station. What worried me was whether it would be from the station to the United States.

"Just before you get to the depot there is a curve in the track. As we struck that I let the old girl out a bit. The two soldiers who were helping me had their heads below the cab window, and the three who were pulling at Elkins' fire rake had their backs turned and couldn't see where we were. But the other fellow, who was sitting at Elkins' seat, caught sight of the station as it seemed to jump out of the ground. He gave a yell like a frightened coyote, and leaped at me. I had hold of the throttle and pulled her open another notch. Then I pretended to be trying to shut her off, but with the same trouble I had had at Samalyuca. I called to the soldiers to help me, and they tugged as they had done before. This time they couldn't do anything, for I had jammed a coal chisel at the bottom of the lever so that an elephant couldn't have moved it.

"But the soldiers thought I was in earnest in trying to stop, and did their best to help. Elkins' men pulled at the fire rake until the sweat run down their faces, and mine worked as they never had before.

"It was all over in less time than I can tell it. We were going a good forty-five miles an hour, and in a second we were past the station. The nervous perspiration was running down my face as I peered ahead. It was dark and all the lights I could see showed white. But how would it be in the yards on the other side of the river?

"Then another fear came to me. Suppose we should hit a street car or a carriage, as we raced through the town! The law required us almost to creep from Paso del Norte to El Paso; if there should be an accident, now, I should be a murderer. What was a short period of unjust confinement to taking such a chance of killing innocent people?

"In a second I kicked out the chisel which blocked the lever, and grabbed the throttle. As I did so the engine gave a lurch and then came the rumble which told me we were on the trestle which led to the bridge and to the United States. We were saved in spite of ourselves.

"The rest is simple. When we pulled into El Paso there was a crowd of 200 railroad men there to meet us. The officer commanding the troops stormed and swore, but he could do nothing else. He would have liked to take us back by force, but was powerless, for the railroad men were armed. He appealed to the police, but again could do nothing, for the extradition laws contain nothing to cover the kidnapping of the Mexican army.

"While the officer raged, Robinson, Elkins and I were taken in charge by the railroad men. They took us to the city and kept us safe until the train for the North pulled out. We went with it and have never been back. But we are still on the blacklist of the Mexican government, and that's why I don't care to see the Rio Grande again."



## WHY HE RESIGNED.

BY CAPT. GEO. W. BARBER, SR.

Who that has ever drawn the healing breath from the Maine forests can ever forget their fragrant, spicy odor?

It comes literally with healing on its

wings, bringing hope and strength to the invalid and joy abundant to the seeker for rest and recuperation.

Those of my brother conductors who

have a run out of the cities and towns of the Middle States or across the prairie lands of the west can form little idea of the delights of a sojourn in cool, dark, wooded places, where a carpet of fragrant pine needles is as soft to the tread as a Persian rug.

Hither in the glorious October weather come pilgrims from all parts of the country to spend a few days or weeks, into which are crowded enjoyment and enthusiasm sufficient to lighten the most prosaic and humdrum existence for the balance of the year.

Here, armed with rod and gun, they tramp the woods and fish the lakes, ponds and streams with true sportsman's spirit, which I hold should be curtailed in so far as never to destroy life wantonly, but only when necessary for food; further destruction of innocent life seems to me to be inspired by the spirit of Cain.

In fact the game laws of Maine are so strict that sportsmen and hunters have little temptation to wantonly destroy.

Within a radius of fifty miles of Ellsworth and Bar Harbor region is a great hunting ground for deer, moose and caribou. There is more game of this sort, including bear, than in all the United States east of the Mississippi River, and four times as many moose and caribou as there are in all other parts of the country.

It is a most delightful trip for those who love nature in its primitive wild and majestic grandeur. From the cool, grey dawn of the morning all through the changeful moods of the long day, there is beauty of sight and sound, a restful beauty, a dwindling of the cares that "infest the day" in the life of a railroad conductor and left behind with our best clothes.

The summer climate of Maine is delightful, especially at the great hotels of Bar Harbor, Sorrento, Mt. Desert and other summer resorts, but even there clouds are not unknown and storms occur at times.

Similarly the relationship between Senator Walsingham and his daughter, Irma, was said by their sentimental friends to be a beautiful one—for they loved each other devotedly and were seldom separated—nevertheless, it had its periods of

disturbance when they failed to agree, and when each spoke freely according to the family custom.

The senator was a man of large means, whose home was in a western city. He had taken a suite of rooms at the most fashionable hotel in Bar Harbor for the summer for a party, which consisted of himself, his daughter, aged 22, and his sister, a matron of about his own age. There was also a maid. The season was about half over when the trouble began. The storm center at the outset was a certain Barton Hoxie, a passenger train conductor, on whose train they had made trips to Bangor and return several times during the summer. A second area of disturbance was created around a widow, a Mrs. Carew, but this was declared by the senator not to be a genuine *causa belli*, but merely a counter irritant and an attempt to get up a side issue.

According to the material information provided at the time on which to base a judgment, Conductor Barton Hoxie was either a handsome fellow with exquisite manners, who could talk to your very soul, and whom all the other girls were in love with and wanted, or he was a pestiferous nuisance, that no one knew anything about, a fortune-hunter, most likely, who should be run off the road, if the senator had his way about it. And the widow from the same sources, was either a sly, designing creature that penciled her eyelashes and pretended not to know that she was flirting, or she was an estimable person, who minded her own affairs and was nothing to the senator, nor he to her, and who ought not to be dragged into this controversy.

"It seems very strange," said Irma, "that the person I love best in all the world, my own father, is the only one that thinks I am a perfect fright."

"I don't think anything of the kind," cried the senator indignantly. "You are an exceptionally handsome girl, as your mother was before you, and I know it as well as you do," he finished with a sly smile.

"Then why do you assume that every man that pays me the slightest attention does so merely because of your reputed wealth?" She beamed on him as one who has scored.

"I don't assume it of everyone—" began the senator.

"That is not rich and bald and densely stupid."

"My dear," said the senator, solemnly, "there are some things in this busy world that your old dad knows a little more about than you do, and money is one of them. There are two parts to getting rich. One is to make money and the other is to hold onto it. The first of these is easy enough, but the second is awfully hard. Now I have some money, I admit; there is enough to allow us to take life easy and to do pretty much as we please, within reason. I have put it in the best possible shape to leave to you when I pass out. How long do you think it will all last if some rascally young dude of a conductor should have a chance at it as your husband? So I would rather suspect 99 innocent ones than have you caught on the hundredth one, who would play the mischief with your happiness."

"You must be pretty well through with the 99," said Irma.

"Like enough," said the senator. "In that case, our young friend, Conductor Hoxie, must be the hundredth that is specially to be looked out for."

"Now to go back to the point from which this talk started," said Irma.

"I believe I told you there was to be a fishing party tomorrow, and that Conductor Hoxie had arranged for a special train to take out all the guests invited and that he has asked Aunt Hester and me to go. What do you think?"

"Do just as you please about it," said the senator. "You can't lure me into forbidding things so as to make it interesting. I am merely giving you a little tip, Irma, my dear, because I love you."

Miss Irma flung herself over the arm of the senator's chair and put her arm about his neck.

"Oh, dad, I love you, too. Sometimes I almost wish there wasn't any money for us to get all mixed up about."

"Stick to that 'almost,' Irma."

"And say, dad; you don't mind me giving you a tip, do you?"

The senator looked a little uncomfortable.

"It's about the widow, you know."

"Whom do you mean?" he asked with dignity.

"Mrs. Carew," she said innocently.

"Who else? You are not interested in more than one widow, are you? I heard the other day her first husband was a butcher. Think of it—the poor little lamb!"

"He was a Chicago city meat man," said the senator, indignantly; "and I should think you and your aunt might find something better to spend your time in than gossip."

When the fishing party had departed the next morning, the senator betook himself to the billiard parlor, whither but a few old enthusiasts ever came. At one end of the long room, in a little alcove, there was a window that looked over the ocean. The widow was fond of this quiet, secluded spot, and on the days when Irma and her aunt were away the senator usually found her there. She had a soft crepe shawl over her rounded, white shoulders, and she was busy over a beaded purse. She scarcely looked up from her work as he approached and seated himself by her side.

"Are you going to play?" she asked, and he replied according to the regular formula: "Presently. May I sit here?"

"Certainly." She looked innocently beyond him toward the tables. "Did your daughter come down with you?"

"Miss Irma never played billiards."

"She has gone fishing with her aunt and the rest of them. Why didn't you go, too?"

As a matter of fact the widow had not been asked. "I do not care for fishing," she said; and as she did so she baited her hook with a sweet smile and threw it out toward him.

The senator's old heart gave a youthful thump, and his hand trembled a little as he re-adjusted his eye-glasses.

"I took pains to find out whether you were to be of the fishing party," said he; "and when I found you were not going I decided I did not care for fishing myself."

This was nibbling the bait at rather close range, but the charming widow pretended not to notice it. She did not lift her long eyelashes, even the hundredth part of an inch, which gave the senator

all the better opportunity to admire them. And through the whole morning he circled round and round the bait, but he did not bite, perhaps by reason of an instinct that had come to him from the days of his youth, and perhaps because the widow was not ready to land him yet.

It is about half a mile from the boat landing to the entrance of their hotel. As the fishing party walked this distance one small detachment, consisting of Miss Irma and Conductor Hoxie, fell so far behind and moved so slowly over the ground that even the sympathetic Aunt Hester glanced fiercely at them as they came upon the pier landing.

Conductor Hoxie was another who did not care much for fishing. He was saying:

"People were altogether too thick in that beastly little boat; I have not had a word with you all day."

"Anything particular to say?"

"Only the same old thing."

"You may say it just once."

"I love you."

"Walk faster, I can see my father looking at us from the corner of the piazza."

"And the widow is with him—your step mamma that is to be."

"Don't you dare to say it. If I thought so I would marry the first man that asked me."

"I will be the first," said Conductor Hoxie.

\* \* \* \* \*

"Oh, Mrs. Carew, we have had such a lovely day. Mr. Hoxie and I stopped to see if we could arrange to have all the fish we caught sent to the poor people."

Next morning a letter and newspaper lay beside the Senator's plate when he came down to breakfast a little in advance of his daughter and sister. He recognized the same address on both—that of his attorney in a western city where he resided—and he broke the seal of the letter with some eagerness:

My Dear Senator:—I got the stuff printed in the Inter Ocean, just as you asked, though they would not use your name. It points to you plainly enough however. I don't understand the game, but you probably know what you are doing. Is there a hen on in the Gofer gold mine? Should I buy or sell? Sounds

funny to read that the failure of the mine will affect your fortunes, remembering as I do that you sold out of it at a big profit a year ago.

As you requested, I have started an inquiry about the young man, Conductor Barton Hoxie.

Then the Senator unfolded the newspaper and finding the marked passage, read as follows:

"Politics is money.—It is rumored that the true reason for the sudden withdrawal of a well known citizen from the senatorial race, and his departure for Bar Harbor, Maine, was not at all his friendship for the Governor, but the disastrous failure of an enterprise in which he was financially involved to a very considerable extent. When the Gofer gold mine went to pieces, the event was not supposed to have any political significance, but its largest owner was known to be a certain Senator who is now suddenly out of the race and out of politics. It costs money to be made a Senator in this state and is well enough for a millionaire. But a fortune that is reduced to a bare competency, and which may not exist at all, will not stand the strain."

The Senator smiled grimly as he read the article, he chuckled, as though something on his mind was affording him very good amusement.

When Miss Irma and her aunt came into the breakfast room, he drew a long face, and handed the paper with the marked paragraph exposed, he said: "It is out at last. Excuse me, but I must go into the city to be gone all day. Don't worry, my daughter, there is enough for us to live on, in a way." Then he hurried out of the room.

The two women eagerly read the article and then re-read it to find out what it meant.

"Oh," said Irma, "It was only yesterday I said to father, that I almost wished he would lose all his money."

"How could you wish such a wicked thing, now see what has happened."

They were just about to read the article again, when Irma looked up and said, "Here comes Mr. Hoxie."

"Hide it," said her aunt.

"Indeed, I shall not. I intend that he shall read it first of all."

"Good morning, Mrs. Tremain; good morning, Miss Walsingham. May I sit here? I did not see you ladies anywhere last evening."

"We played 'porrazo' in our rooms with the Senator and the widow Carew and and Mr. Fitz James. Do you play 'porrazo' Mr. Hoxie?"

"I tried it once, Miss Irma; but I do not like a game where you lay down a card and say 'porrazo' with great triumph, only to have the next person to you lay down a card and say 'contra porrozo' and take it all away from you. Where is the Senator, by the way?"

"He has gone into the city on business, to be gone all day."

"There is something here in this paper sent to the Senator, I wish you to read, Mr. Hoxie," said Irma, handing him the paper.

Conductor Hoxie read the article and brought his lips together in a bunch.

"This referred to Senator Walsingham, I take it," said he.

Irma nodded.

"And it means he has lost his money."

Irma nodded again and her Aunt Hester looked sadly into her coffee cup.

"Does this involve you in any way, Mrs. Tremain?"

"Not at all."

Conductor Hoxie smiled cheerfully.

"I suppose I ought to be decently sympathetic," said he, "but it is desperately hard work to do so. This affects no one, it appears, but Senator Walsingham, and my regard for him is entirely by proxy. I am ready to take his loving daughter's word for it, that he is a delightful character, but he has never shown that side of himself to me."

"But it affects me," cried Irma. "Don't you see that?"

"Not a bit of it," said Conductor Hoxie.

"I am going to take care of you, and I have a great plenty of money of my own." Mrs. Tremain looked up in surprise, and he addressed himself to her. "This is a matter I would have discussed with Senator Walsingham, if he had ever given me a chance, but his manner toward me during the last week or so has been such as to make it impossible for me to address him on any subject. I don't blame him. I am sure if I had such a precious

object to guard, I should be a Cerberus, too."

He took a card from his pocket and wrote some names upon it. "Here is a bank," said he, "and a firm of attorneys, and a well known business house, and the address of my mother, all of them located in the city where I live. Now, if the Senator wishes to make inquiry of any of these, he will find out, I think, all that he needs to know of me as a son-in-law."

Mrs. Tremain picked up the card and placed it in the bag that hung at her side. She stood a good deal in awe of her brother. When the young people were alone a few minutes later, Irma said, "I heard where you were last evening."

Conductor Hoxie shook his curly head sadly. "What a small place a hotel is," he said.

"Are you anxious to make yourself still more unpopular with my father, to say nothing of myself, by paying such conspicuous attention to the widow Carew?"

"I wanted to see what sort of a step-mother-in-law I was to have—that was all."

"What do you think of her?"

"I agree with you. She won't do at all. Something must be—by Jove! Where is that paper? Let me have it for awhile, will you? I have a good idea."

He took the paper and went off in search of the widow Carew, whom he presently found sitting alone. She liked attentions from handsome young men, and Conductor Hoxie was a delightful talker.

A second letter from the Senator's attorney arrived a day or two later, that conveyed the information that Conductor Hoxie was performing the duty of conductor, for the sole purpose of making himself familiar with railroading in that particular branch of the service, as he had already done in the engineer corps, he had also served as a brakeman, fireman, and was soon to be transferred to the general ticket agent's office. It also informed Senator Walsingham, that Mr. Barton Hoxie was one of the largest stockholders in the company and a very wealthy gentleman. The Senator was not exactly a worshiper of wealth, but he found it easy to respect a man who was worth several times as much as himself

and he started out to apologize and make amends. In his search he came upon the widow Carew, bonneted and cloaked and accompanied by her maid.

"Good bye," she cried, airily, "I am off."

"Off?" exclaimed the Senator in astonishment. He had seen little of her in the last few days, but he had supposed that was due to accident.

"Yes, to the Sanitarium and then back west," she said. "Thank you and your dear daughter and sister for being so kind to me."

Conductor Hoxie would listen to no apologies or explanations, but grasped the Senator's hand and shook it warmly. Then they had a brandy and soda, together.

"That newspaper story was a fake, I did not lose anything in the Gofer mine."

"You didn't," cried Conductor Hoxie and he laughed heartily, as he remembered how the widow Carew looked when she read the article.

"No," said the Senator; and he explained how and why he secured its publication. At this Conductor Hoxie laughed a good deal more.

"You see," said the Senator, "I have always had a horror of a marriage in my family with any kind of a mercenary element in it. If such a marriage could be avoided by a little strategy like that, I thought I would be justified in resorting to it. Don't you agree with me?"

Conductor Hoxie laughed again, but said he entirely agreed with the Senator. He had heard of the widow's departure, a little while before, and he knew that danger was passed. He reserved his part of the confession however, until some other occasion when it might be more easily forgiven.

\* \* \* \* \*

The 3:30 train was just puffing out from Washington Junction station on the M. C. R. R., when a young man with an overcoat on his arm and a valise in one hand, came striding up the long, dusty road. When he reached the platform the last car was just disappearing behind a shaggy fringe of woodland beyond the curve.

Conductor Barton Hoxie was returning from his annual visit to his fishing camp, a few miles from this lonely junction sta-

tion. He did not swear, possibly out of respect for the three awkward looking girls in lond shirt waists and sailor hats who were gaping after the receding train. But he looked things not lawful to be uttered as he stalked into the waiting room and thumped his valise down on the hard uncomfortable bench which ran around three sides of the room.

"Missed your train, hey?" said the red-headed stationmaster in bicycle suit.

"Looks like it," said Hoxie grimly.

"When does the next train go?"

"The next train is the Evening Express at 5:30," was the consolatory answer as the agent sauntered away.

"Two hours to wait in this hole," thought Hoxie in disgust.

He thought to go for a walk, but a glance at the sky convinced him that a drenching would be poor compensation for his delay. A thunder storm was coming up, the air was hot and dry and close, the clouds dark and lowering, he strode back into the dingy waiting room and flung himself down beside his valise. The agent locked his private office and went home. The shirt waist girls and the small boy disappeared and the lone station become as silent as a tomb. Just as the first big drops splashed down on the dusty road, a buggy drove rapidly up to the platform and a girl sprang out, carrying a satchel and shawl strap. She dismissed her small freckled faced driver with a nod, and the buggy whirled down the road again, while the girl marched along the platform into the waiting room.

When her eyes met Hoxie's he started very perceptibly, while Irma Walsingham was guilty of a deep and rosy blush. But the only greeting that passed between them was a cool nod. Conductor Hoxie's unspoken thought was: "How on earth did Irma happen to be in this part of Maine and to come here?" While Irma's was: "Barton Hoxie, of all people I ever expected to meet here!"

She looked inquiringly at the ticket window, which was tightly shut and took out her jewelled gold watch with a frown. "Do you know where the ticket agent is, Mr. Hoxie?" she enquired politely, with the air of one who would rather not speak if she were not obliged to for information.



"I think he has gone home," said Hoxie, impersonally. "If you want to see him, I'll go after him."

"Oh, no, I only want to get my ticket. Of course, he'll be back directly. The four o'clock train is almost due."

"There isn't any four o'clock train," said Hoxie, quickly. "The next train goes at 5:30, the 3:30 train went half an hour ago, that is the one you probably meant to take. I missed it also, unfortunately."

He hesitated slightly over the adverb. After all, the bad luck was qualified. Miss Walsingham looked dismayed.

"I don't understand. I certainly thought there was a four o'clock train, Aunt Hester said there was, and now Fitz has gone back home!"

"The time table has been changed lately, I think," said Hoxie. "I wonder who the devil Fitz is anyhow, can't be that English dude with the eye glass, that was hanging around after her last season at Bar Harbor. Bad as she treated me I don't believe she cared a button for him," he thought to himself. "At any rate we can do nothing but wait patiently. I undertook to walk from my fishing camp a few miles from here, and got here just in time to get left."

Miss Walsingham did not answer. She arranged her traps neatly on the opposite bench, sat down and looked out the door. She was the prettiest girl, Hoxie thought, he had ever known, with such a brilliantly perfect coloring and ruddy golden hair, that the bare necked lady in the soap advertisement above her looked quite pale and faded by contrast. Her eyes were a delicious brown, her lips the most kissable ever moulded, and the dimple in her chin something more than man could resist.

She was dressed in a natty traveling suit and looked every whit as pretty and provoking and unattainable as she had looked on the occasion of their last meeting, when they had quarreled and broken their engagement.

That was a year ago, and now fate had thrown them together again in this lonely junction waiting room, all because Hoxie had missed his train by a hair's breadth and Aunt Hester had been out in her reckoning. Barton Hoxie determined he

would not look at her, so he fixed his eyes firmly on the gorgeous framed map of a trunk line of railroad hanging on the wall and glared at it for ten seconds, at the end of that time he found himself looking at Irma instead, without being conscious of having moved his eyes. Those little fluffy rings of brown hair were falling on her forehead just as they used to do when he had liked to slip his fingers through them, in particular, through the one that lay on her left temple, and the two others that curled close against her neck behind.

He squirmed restlessly. What a fool he had been! It had been all his fault; he had been a jealous brute and she was quite right in declaring she would never forgive him. He knew she never would; she would probably annihilate him with one scornful look of those flashing brown eyes, if she even suspected what a wild desire he had to go over and sit down beside her, draw her head against his shoulder and slip his fingers through those rings of hair.

At this point in his musings, Irma turned her head and Hoxie gazed at the advertisement of the soap lady.

"He looks dreadfully thin," thought Irma, trying to believe that it was the approaching thunderstorm that made her heart beat so. "But the dear fellow was as handsome as ever, I wonder if he cared? No, of course he didn't. If he wanted to have come back he would have, I dare say he is engaged to some other girl by now. He told me dozens of times that he never would or could love any girl but me. But, of course, he has forgotten all about that. Oh, dear, I wish I hadn't made such a silly mistake about the train time."

The rumblings of thunder grew louder, and Irma looked apprehensive. When Conductor Hoxie arose and stalked to the door, she turned so pale that the picture of the soap lady temporarily recovered her ascendancy. Surely he was not going to leave her there alone with a furious thunderstorm coming up. She would die of fright. Didn't he remember how storms always terrified her, or had he forgotten that as he had everything else?" Irma thought of a thunderstorm the summer before when they had been

together, with others, while on a fishing excursion in the mountains and how she had clung to him when he clasped his strong arms around her for protection. Something in the memory made her choke and she was furious to find tears in her eyes.

"I don't care," she thought miserably. "No, I don't. But I won't be left alone here if it's going to thunder."

Hoxie was going to leave the waiting room. He honestly believed that his presence there was obnoxious to her, and he felt sure he would make a new kind of a fool of himself if he remained.

But when he reached the door a louder clap of thunder made him pause. He knew she was always terribly frightened during thunderstorms. It would be cowardly to leave her alone.

The storm grew worse rapidly, the peals of thunder were louder and more incessant, the lightning flashes brighter. The dismal little waiting room was in semi-gloom. Outside the rain streamed down in torrents.

Simultaneously with a glare of blue fire and a fearful crash in midair, came a pitiful, gasping little cry behind him. He wheeled around and saw Irma huddled up in her corner, with her face against the wall. In an instant he was beside her.

"Irma, darling, don't be frightened. The storm will soon be over."

"Oh, I can't help it," sobbed Irma.

She wriggled herself about until her face was against his shoulder instead of the wall. Hoxie put his arms around her and drew her close to his breast. She sat quietly, shuddering at every crash. He bent his head and laid his face against

the soft brown hair under her hat rim, which had slipped aside. Then growing bolder, he kissed the curve of her neck, where the little lone locks of red gold hair lay. Irma poked her little white hand up and pressed it against his cheek.

"It's all right again, Irma, isn't it?" he asked.

"Oh, yes," she whispered back.

When the station agent came back the thunderstorm was over and the sun was bursting through the ragged clouds up the track. Barefooted small boys were popping out from their retreats in order to be in at the death when the mail train came. The station master pushed up the window and sold Conductor Hoxie two tickets with the air that he was conferring a tremendous favor. He had an objectionable way with him. But Hoxie and Irma were so deliciously happy they thought he was the most delightful railway official they had ever seen. They were so supremely happy they thought they could love everybody in the world. Even a supercilious station agent with a red head.

When the 5:30 train came in, Conductor Hoxie carried a valise, overcoat, shawl strap and satchel in one hand, and with the other led his companion unblushingly on board. They had looked so radiant that the train hands all supposed they were bride and groom, although Hoxie was dusty and Irma's hat was on crooked.

"That shower has laid the dust considerable," remarked the station agent complacently, as the train moved off.

It has done more than that, it caused a vacancy on the Bangor Express, M. C. R. R. Conductor Barton Hoxie resigned.



## \*DEATH ON WHEELS.

BY E. J. JEIDELL.

The thick, gray fog that rose from the earth met the thick, gray fog that descended from the heavens, and the two formed a moist, stifling bank that made all objects shapeless and all beings limp.

McKenna pulled out his fat silver watch and saw that it was 3:19 a. m. Then he

climbed down out of the cab, and, with oil can and waste, set about to ease the overworked joints and bearings of his engine.

Behind 744—the engine—stretched a line of freight, coal and flat cars, all laden; and what that line lacked of three-quarters of a mile in length wasn't worth re-

cordova. Before 744 stretched 150 miles of road, and what that run of 150 miles wanted in interesting possibilities wouldn't have damaged anybody's imagination.

No. 744 had to make thirty-five miles of that 150-mile run—to the end of the division—and because she was little more than a great big cripple, a ponderous, creaking, squeaking, clanging has-been, dragged out of the roundhouse only because freight traffic was so heavy that anything that could support a boiler on wheels had to be used for a trick on the rails—because she was such a cripple McKenna oiled her and banged her wheels and felt her bearings and wiped clean her gear, much as a hangman might dress up a prisoner for his march to the gallows.

The freight left B— at 1:10 a. m., and the first two hours of its run was a dreary, weary snorting through the hot night on fairly level bed. Then came the stop at H—, to make a siding and let the Limited rush by, and as 744 poked her pilot over a maze of switches and sidetracked came to a stop about 300 yards west of H— Station, McKenna, the engineer, knew that the big old mogul, with its wagon-top boiler dripping wet, had found in its load pretty nearly a match for its strength.

As McKenna climbed down on the hoop-like little steps between engine and tender to fill the oil cups on the guides and joints and to look after the metal on which sizzled and spurted a mixture of steam, water and grease, he gratefully contemplated the next twenty miles of the run—twenty miles of a straight down-grade all the way, that would reduce 744's task merely to holding the long line of cars in check.

Through the open window of the office in the station house came the tick, tick, tick-tick-tick of the sounders, audible between the throbs of 744's air pump, and from the yards, where a stock train was waiting orders, echoed the occasional mooing of a cow or heifer. Semi-occasionally came the sound of a human voice, strangely thin and weak, yet clear and reaching in the stillness, or the patter of a trainman's heavy boots on the station platform or the gravel beside the tracks.

Then from somewhere far up the track

sounded a faint rumble which, faster than the seconds ticked, lost its faintness and presently grew into a roar, and the rails of the east-bound main track began to hum softly, as if taking up the tune. The roar deepened, the rails hummed louder and on their shiny surface glowed a fitful, dancing light. The roar changed to thunder, the hum of the rails to a song in bass and the fitful light on their surface to two flaming streaks.

A great cloud of steam, blackened by smoke and soot, showed over the roof of the standing freight's cars—then a whirl and a rush like that of an oncoming tempest—and in another moment a huge locomotive, with a stump of a stack and a headlight set far beyond the boiler, flashed past 744, past the station, past the crossing—grinding and ripping and a cloud of dust at its heels.

Nine cars there were—six of these sleepers, all of them heavy and nearly all of them full.

McKenna, as the Limited streaked by, put up his oil can and stepped to the pilot of 744 to watch the flyer bore into space. The fireman crossed over to the other side of the tender to see the big train bowl on, and the freight's crew on the station platform looked after her with looks at once of pride and jealousy.

The roar died to a rumble, the rumble to a hum, and the green tail lights of the Limited came closer and closer to the ground, until they looked for all the world like the blinking eyes of a retreating snake. Then the freight's crew made for their train, ready to have her start up and trail behind the Limited.

McKenna glanced at his watch. It was three minutes of starting time—the Limited had been gone about seven minutes according to schedule—and he meant to give 744 all the rest and all the tinkering up he could. Wherefore he sang out a "Don't be in such a fussin' hurry" to the brakemen who were dog-trotting to the caboose, and continued to bang away at a loose guide cup, while the fireman resumed his position 'twixt engine and tender and watched him perspire.

The crew had about reached the caboose, when the brakeman who had been left behind to guard the freight's rear raised his red lantern and swung it

frantically. The next moment a headlight loomed up out of the dark behind the freight and a second later a big engine, moving slowly ahead, though her wheels worked backward, crashed into the long freight's caboose. A shock went through the train, and then the cars, which one after another had come together and bumped, stretched out, and in the twinkling of an eye started off down grade—the string moving like a thing possessed.

Up in front McKenna fell beside the rack with a shriek. As the freight was struck, McKenna, still tinkering at the guide cup, had his right foot braced on the rail, and the foot, as the engine dashed forward, was caught and crushed. The fireman was hurled from the tender by the shock and pitched head down into the gravel beside the track.

The crew at the moment of the collision scattered in all directions. Before the most sensible of the lot had sense enough to stop and look back the wrecked caboose, whose coupling had held, thundered past their reach—the maimed rear of a runaway train.

The switch on the siding had been turned immediately after the Limited had gone, and before the train's crew, the station agent or anybody else in sight had a clear notion of what had happened the long freight was bumping merrily downhill on the east-bound main track after the Limited.

The station agent rushed out on the platform and gulped and gasped. For he could see by the smoke over the disappearing freight that the train was not only running away, but that it was running away under steam besides.

He had heard McKenna's shriek. He had seen the fireman fall—from which he knew that there wasn't a soul aboard the runaway. He saw the smoke rise over the train and hang in the fog—from which he knew that the bump of the collision had forced open the throttle of crippled old 744. From which, in turn, he knew that the runaway, before she had gone five miles, would be going at seventy miles an hour down that hill chasing the Limited.

And as he thought of 744 cleaving herself through the Limited's sleepers he had a perfect right to gulp and gasp.

"Run! Run! Run for it!" was the word which had to be gotten to the Limited, somehow. And it had to be gotten to her, if at all, before the runaway was within half a mile of the Limited's rear.

Shorty, the agent, tore his hair. "How can I do it? How? How? How?" whirled in his head until he reeled.

He could not telegraph ahead to a tower man to warn the Limited's engineer, for to do that meant to halt the train at a block; and to halt her meant to let the runaway crash into the sleepers the sooner.

To ditch the runaway was impossible, for there wasn't a switch anywhere on the twenty miles of that downgrade, and the first open at-night station with a night crew was R—, at the foot of the grade, twenty miles away.

Shorty wasn't much of a man. But the picture he had in his mind of what he knew would happen about ten or fifteen miles up the track made that mind work faster than the fastest runaway freight could plunge to wreck a Limited, and was likely to make a lunatic of Shorty, or a man.

The freight's crew and all the yardmen and the crew of the train that had crashed into the freight—it was the freight's second section, whose engineer had ridden over a signal in the fog—knew all that Shorty knew, but it affected them differently. Instead of setting their minds to work it dazed them.

Some stood still and helpless; others, equally helpless, rushed about, shouting, and the rest, including the engineer who caused the trouble, ran toward the station and stopped short on the way when they came upon McKenna and the fireman sprawling unconscious on the ground.

Then a figure dashed from the station platform and, like a huge, animated rubber ball, bounded across the network of tracks, heading straight for the turntable, on which stood a giant express locomotive—a mate to the engine of the Limited.

"Let 'em lie! D—you! Let 'em lie there!" cried out the form as it bounded past the group gathered around the bodies of McKenna and the fireman.

"This way! For God's sake, move!"

the form yelled, and the men, who knew the voice was Shorty's, obeyed, but didn't know why.

"Swing her around! Swing her! For God's sake, shove!"

Shorty had released the brakes of the turntable before any of the men had come up to him. As they fell in and braced themselves on the grip-handles Shorty fairly drove them with half-hysterical cuffs.

"Shove! Shove! All together! Swing 'er! Oh, why don't you shove?"

The table turned as if forced by steam.

"Lock her! Head the engine down the west-bound! Dolan, Dolan! Where in — is Dolan? Get your fireman! Get aboard!"

Dolan climbed into the cab of the big engine, while Shorty tore to the ticket office in the station. Two jumps—and he was at the key.

"Clear the west-bound. Back trains to R—," he ticked to every tower house for twenty miles, "Wild cat, bound east on west-bound track," he ticked again before an "O. K." had come to the first order. And out again to the turntable he tore.

"Dolan," Shorty coughed, rushing up to the engine, "the west-bound's clear for twenty miles. Make a run for the Limited. You got to catch 'er a mile ahead of the freight. I'll clear everything for the Limited. Tell 'em to keep her flyin' till he gets a block against 'im t'other side of R—."

Dolan O. K.'d the orders by giving the throttle a yank that sent the great locomotive forward with a leap. Both furnace doors were open and the red glow that escaped them fell full upon the fireman, who furiously piled on the coal.

It was getting lighter, but the fog held on. No. 2098, the big engine, rattled over the switches and in a few seconds puffed on energetically, headed east on the west-bound track.

Shorty saw her pick up speed at every half turn of the seven-foot drivers and rushed back to the station and the telegraph key.

"Clear the way for No. 8" (which was the Limited), the key said to R—. Run-away freight chasing her. Sent engine 2098, wild-cat, east-bound on west-bound

track to warn Shaw, engineer of No. 8. Clear way for 2098. Ditch the freight at first switch."

Outside at the turntable stood some of the men, telling each other in low tones and short sentences how slim a chance Dolan had to catch the Limited in time and how great a chance to be caught and killed in the wreck when the runaway would dash into the Limited's rear.

No. 2098 gathered speed out of her 26-inch stroke, single-action cylinder in a way that puzzled even Dolan—and he knew her, for she was his engine.

He worked throttle and cut-off gradually, giving her a little more steam and a little less stroke every few hundred yards, and when the big racer had gone a mile she sped on with throttle wide open and the reverse hooked close to the center.

From the safety exhaust on top of the boiler the steam burst with a buzz, as though a giant boy were whistling through a giant tissue-paper covered comb, for the huge engine, which could roll up seventy miles an hour with ease while hauling eight Pullman on a lever, could, now that she was running free and down grade into the bargain, not use her steam as fast as she could make it.

But Dolan, who knew the road and all the business on it—knew the thing and backward—Dolan knew that the speed of 2098 was a guarantee of nothing whatever, for the runaway, propelled by its great weight and given impetus by 744's open throttle, needed neither a fed firebox nor a nursed throttle and cutoff to whirl down that grade at a jumping, thumping, rattling rate.

No. 2098, with a puffing that for a time grew steadily shorter and sharper, and at last settled into an uninterrupted bbbrrrrr got down to her business in record shape, flying through the fog as though yards were feet and feet inches.

The fog, as the morning grew older, became a dense whitish blanket, which shut from Dolan's view all but a few yards of the track ahead.

Dolan's forehead was furrowed, his jaw set. His left hand opened and closed nervously on the handle of the throttle lever and his right was braced against the cab window as, hoping and praying,

he leaned far out for a glimpse of the run-away's tail.

No. 2098's speed grew dizzy. She swayed and pounded and shook; the safety ceased blowing; the crank-pins whirled like pin-wheels, and the reverse trembled on the quadrant as if bent on ripping out the cab's flooring.

Deep, ominous and drawn, like the screeched warning of some sentient thing, came the whistle's blasts as Dolan yanked the whistle cord for the crossings he knew were there, but which from the window of the speeding cab were merged into fields and woods, trestles, embankments, cuts and bridges.

The engine was flying; trees, houses, poles, hills and valleys, the earth, the sky—the whole world to Dolan was a wild, mad rush; and still the fireman piled on the coal, and still faster 2098 crashed on into the morning.

Dolan tried the water-cocks and opened the injector; he tugged at the throttle to get her flush to the last nick; he hooked up the reverse till it was all but centered; he thrust his head and half his body out of the cab window till almost swept backward by the current—and there through the fog he saw a dark streak ahead and made out the uncertain contours of the freight's wrecked caboose.

"Now give it to 'er! We've caught 'er," he roared to the fireman.

New energy came to the fireman; sensibly new speed to 2098; new and more awful tension distorted the face of Dolan.

The Limited might be a mile ahead of the freight, or two miles or twenty yards. The Limited might be saved, or she might be wrecked, and 2098 might—and would go down in the wreck.

The freight was making full sixty miles an hour; 2098 was making records. The giant engine masterfully drew up on the runaway.

Now her pilot reached the tattered caboose. Now it had passed it; passed the first car, the second, the third, the fourth

Up to 744 raced the wildcat—now the old mogul came into sight—now a stretch of track beyond—up to the mogul's tender the wildcat flew—past it—past the mogul—a quarter of a mile of track—

then a slight curve—a half mile of track—and Dolan screeched:

"There! We'll make it! Fill 'er up! Keep pilin' 'er!"

The fog lifted and a half a mile beyond the curve gleamed the Limited's tail lights.

The Limited was trailing. To catch her in another mile was an easy spurt for 2098. But so, too, it was for the freight. No. 2098 had to catch her and cry out to her of the Death on Wheels behind before Death was near enough to make the warning too late.

A sleepy white-coated Pullman porter jumped to the first sleeper's vestibuled door as 2098 roared by, convinced, despite his porter-like ignorance of railroading, that a locomotive dashing east on the west bound track was a token of trouble for somebody.

Sleepy white-coated porters in other cars opened blinds and looked out in amazement; the brakemen, who had dozed in the smoking compartments of the sleepers, jumped to their feet, and the conductor, who was in the baggage car telling stories to the messenger, turned white and did the one thing conductors invariably do when startled—pulled out his watch and looked at the time.

The roar of 2098 had traveled to the cab of the Limited's engine, and the engineer half turned on his seat and sputtered: "What in h—is that?" the while the fireman dropped his shovel and looked up with marvel in his eye.

Dolan had shut off steam and plugged the air brakes hard onto the wheels, but 2098, as a race horse dashes beyond the finish line, burst past the Limited's engine with a mighty grind and rattle. As she went by the Limited's fireman caught the sound of Dolan's voice, pitched to a shriek, and saw the frantic gesticulation of both Dolan and Dolan's fireman. Marvel went out of his eye, dread, alertness and intelligence took its place and, wheeling, he yelled to his engineer:

"Hey, Jim, there's somethin' doin', but I'm hanged if I know what!"

The tightly pressed brake-shoes curbed 2098, and in a few seconds the Limited crawled up on her. As the engines were cab to cab Dolan opened his throttle



again, and, making a megaphone of his right hand, shouted to the Limited's fireman:

"Pull 'er open! Run for it! Runaway freight's behind you, Keep running till you get a block."

The rumble of the train and of the two engines drowned the voice. The fireman shook his head.

"Run for it! Run!" Dolan bellowed, waving his hand in the train's direction.

"Runaway behind! Move!" screamed Dolan's fireman, pointing to the Limited's rear.

The Limited's fireman caught only some of the words, but he caught all of their meaning. He dived to the engineer's side of the engine, yelled into his ear, and almost at once the Limited increased its speed. Then the fireman, taking hold of the grab-rails between engine and tender, swung himself out and looked behind. What he saw apparently satisfied him. He leaped to the firebox, threw open the furnace doors and pitched in coal as Dolan's fireman had pitched it.

"Run till you get a block!" Dolan shouted. The Limited's fireman neither heard nor cared. The Limited's engineer didn't have to hear. He was to make a run for it, and a run for it he made.

The Limited, helped by the grade, made speed rapidly. In twice her own length she added ten miles to her rate. In thrice her length she was thumping, jumping, lurching, roaring, plunging, racing along in a way that awakened her sleepers and induced them to ring for the porters and ask questions. Dolan opened up 2098 and she responded like the wonder that she was. Side by side, the wildcat and the Limited swallowed yards by the bucket and miles by the spoonful.

Cold perspiration chilled the Limited's engineer. The Death on Wheels behind had marked its prey, and when the mark has once been made railroad men know it is well to shudder.

They had gone three miles—and yet no crash. Dolan's fireman climbed to the

rear of the tender and saw that the Limited was holding the runaway. He stumbled back to the cab to tell Dolan, and Dolan looked ugly, which was Dolan's way of disguising what he felt.

R— was only three miles away. Already wildcat and Limited struck the outskirts of the town—and Dolan and the Limited's driver dreaded, prayed and thanked at a livelier rate than their engines puffed.

About one mile west of R— was the first switch. The fog had drifted off completely. The earth drowsily awoke, and where the trains sped seemed awed by the spectacle and held its breath.

Only half a mile to the switch!

To the left were the yards, to the right an embankment. A group of railroad men stood near the tower house, excitedly waving their arms. From one of the tower house windows a man with a white lantern in one hand and a white flag in the other crazily motioned to the Limited and the wildcat racing beside her.

A half mile beyond the switch!

A few hundred yards ahead loomed up the station. On its platform were men in clusters and groups, shouting and signaling wildly.

Over the roaring of their engines Dolan and Shaw of the Limited heard a crash. A second later a red signal turned against the Limited at the far end of the station platform.

Dolan shut off steam, slapped on the brakes and said, "Well," in a way that meant an arraignment of the entire railroad system. The engineer of the Limited shut off steam and said nothing.

In the R— station the key ticked this message to Shorty:

"Freight ditched here. No. 8 and 2098 safe."

Then Shorty, in the H— station, got up from the key, sat down at a vacant desk, and, supporting his head in his left hand, thoughtfully drew circles and squares upon an official order blank.





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## FEDERATION ATTACKED AND DEFENDED.

The following editorial appeared in the *Railway Age* for October 4th, 1901, under the caption: "The 'System Federation' Experiment:"

As a matter of information in regard to a movement to which a good deal of mystery has been attached, the *Railway Age* prints this week the plan of "system federation" adopted by the five principal organizations of railway employees, together with a letter from the chief of each Order, giving his views about the movement. The brotherhoods of engineers, firemen, conductors, brakemen and telegraphers are entirely separate in organization and action bearing upon their relation to the railways, although the idea of a "federation" in which the combined influence of all should be available in behalf of any one organization asking help, has had advocates for many years, and has occasionally been shadowed out in "sympathetic" strikes or intimations of such strikes. The stronger and more influential orders, however, particularly those of the engineers and firemen, have been strongly opposed to such combination, and in favor of maintaining their independence, and this is probably the disposition of their chiefs and of the older and more conservative members. But the younger element imbued with the spirit of innovation now in the air, has sounded the refrain "all for one and one for all," and it has finally come about that each of the organizations in annual convention has given consent, not with one voice, however, to a test of the federation principle in a limited form, that is, on any separate road or railway system. It will be seen from the statements refer-

red to that the chiefs disclaim the idea of a national movement and intimate that the intent is only to afford the employees on any given road the opportunity of exerting the combined influence of the brotherhoods represented on that particular road, where two-thirds of the members have voted in favor of federating. So far, the organizations upon only two roads have declared for the movement, which is clearly considered in the nature of an experiment, as to the wisdom of which there is serious difference of opinion.

The *Railway Age* believes in organizations of railway men in the various departments of the service, for mutual improvement and protection. It has witnessed in twenty-five years a great elevation in the standards of the service, for which much of the credit is due the brotherhoods. Railway officials, most of whom have worked up from the ranks, take a real interest in the improvement and advancement of their subordinates, and the relations between the companies and the employees have of late years become far more sincere and satisfactory than was once the case. Strikes have become rare and there has seemed reason to hope for their entire disappearance. Railway traffic at present is large and employment is abundant and, as a rule, well paid. Inclination and self-interest prompt officials to meet employees fairly and to adjust differences on a liberal basis. Is the federation plan in the direction of better understanding between officers and men? Are not its spirit and tendency rather of the reverse? Will not its adoption seem like a threat, tend to promote distrust and apprehension where

now is peace, and inspire a defensive, if not an aggressive, movement in opposition?

Is anything to be gained by ending the present satisfactory condition and substituting an attitude of hostility or doubtful peace? The doors of the superintendents' office are now open to complaint by representatives from every department of the service, and each is sure of attention. Engineers speak for engineers, brakemen for brakemen. Would it tend to better results if a representative of the brakemen, for instance, appearing to present a complaint in regard to his branch of the service should be escorted into the official's presence by an engineer, a fireman, a conductor and a telegraph operator? Would not such a display of strength be likely to have an irritating, rather than a pacifying effect on the negotiations?

The railways and the brotherhoods are now at peace. Would the adoption of the federation plans on all roads, or on any road, tend to maintain and improve that condition?

The questions contained in the above, open up opportunities for much speculation and endless discussion, if inclination tends in that direction. We believe, however, that the editor of the *Railway Age*, is sincere in his desire to see protracted peace between the railway companies and their employes. We, therefore, answer him by quoting the following letter addressed to him by the Grand Chief Conductor, which appeared in the *Railway Age* of October 18th:

Cedar Rapids, Ia., Oct. 16, 1901.

An open letter to editor of the *Railway Age*:

The editorial in your issue of October 4th, 1901, entitled "The System Federation Experiment", indicates so plainly that your estimate of the purposes aimed at in this connection and the probable result from the "experiment" are so radically different from those entertained by the ones who have been somewhat instrumental in bringing this alliance into effect, that I feel constrained to dissent in this manner from some of your implied opinions.

You say: "The idea of federation, in which the combined influence of all, should be available in behalf of any one organization asking help, has had advocates for many years and has occasionally been shadowed out in sympathetic strikes or intimations of such strikes." Can you point in any instance of a "sympathetic" strike on the part of any of the organizations party to this federation within the last ten years? Has any 'intimation' of such sympathetic strike emanated from anyone in authority in either of the organizations

party to this federation? Is it not a fact that all such intimations have had their birth or origin in sensational newspaper items, and that the probability of such sympathetic strike has existed only in the minds of irresponsible or illy informed persons?

You say that some of the stronger and more influential orders have been strongly opposed to the idea of federation, that this is probably the disposition of their chiefs and the more conservative members. One of the organizations which you designate as having been strongly opposed to such combinations has been the strongest advocate of, and the most active participant in, every plan or species of federation or alliance between the organizations of railroad employes in the operating department which has existed during the past fifteen years.

A large majority of the membership of each of the organizations in question, except one, have been in favor of some form of federation or alliance for ten years. Experiments have been tried, federations have been formed and have, for various reasons, been dissolved, but the sentiment in the minds of the employes who make up the organizations has remained strongly in favor of federation. The one organization which opposed it for some time finally embraced it, and the adoption of the plan quoted in your columns of October 4th, was the consummation, by the officers of the organizations, of the lawfully expressed wish of an overwhelming majority of the membership. Under that plan the members of the organizations on any system of railroad may federate if they desire to do so.

I assure you that your expression of belief that much credit is due to the brotherhoods for the great elevation in the standards of the service during the past 25 years is fully appreciated. The brotherhoods in question have worked earnestly to that end.

We most heartily subscribe to your statement that "the relations between the companies and the employes have of late years become far more sincere and satisfactory than was once the case. Strikes have become rare and there has seemed reason to hope for their entire disappearance." Will not a careful reading of the articles of federation, with the especial view to studying the line of action to be followed thereunder, easily lead one to the conclusion that there is just as much probability and prospect of this federation contributing further to that happy end, as there is probability of its operating in the opposite direction, as you seem to fear?

Your editorial, while not expressing directly your opinion on the subject, plainly implies your sentiments by the questions which you ask and to some of which I make reply.

The success of the federation plan and securing good through its operation depends of course, upon its being handled in perfect good faith and with reasonably good judgment. It could not be expected to succeed nor to work out good for either side if an effort were made to make might right, or, simply through the strength or power of the federation, to impose conditions which were not just and right or to uphold policy or practices which would not be undertaken if the federation did not exist.

Assuming that the federation will be handled in a judicious and fair spirit, it follows that the federation plan is in the direction of a better understanding between officers and men. Each organization preserves its autonomy and handles its own affairs up to a point where it can go no further without resorting to a strike and finds that it is unable to get what it deems to be justice. The organization can then call upon the employee representatives of other organizations for their counsel, advice and support. Under Section 4 of the plan, before any action can be taken by the federated board in connection with any complaint referred to them, they must approve the complaint.

It appears that you have not gathered the correct understanding of the operation of the plan. You say: "Would it tend to better results if a representative of the brakemen, for instance, appearing to present a complaint in regard to his branch of the service, should be escorted into the official's presence by an engineer, a fireman, a conductor and a telegraph operator?" Under the plan, the brakemen, through their committee of representatives, chosen from among the employees of the road, would seek a hearing and if any adjustment of the matter in question could be reached between the officials of the company and the committee of employees, representatives of the organization not in the employ of the road would not appear in the connection. If, however, the brakemen's organization, through its own machinery and in exactly the same manner as before the federation was formed or where the federation has not been adopted, makes effort to adjust a complaint and are unable to reach a satisfactory or acceptable solution, representatives of the engineers, firemen, conductors and telegraph operators in the service of that company may, under the plan, be called into consultation. The complaint would, of necessity, receive the approval of those representatives before any effort would be made by them to assist in reaching a settlement, and every effort to reach that settlement by force of argument, by carefully weighing both sides of the question and the arguments presented on both sides, would be exhausted before the question of resorting

to extremes would be considered or the thought entertained.

The adoption of this plan, if properly viewed, does not seem like a threat, nor can it tend to promote distrust or apprehension or be considered an aggressive movement. It is not intended alone as a display of strength. It is intended to combine the good judgment of the men selected by the men on a system as their committeemen and representatives, as well as the judgment of the men who are entrusted with the administration of the affairs of the several organizations. It is confidently believed that there is much less liability of a serious mistake being made under judgment being clouded by a personal interest or partisanship, if the matter is passed upon by the representatives of the several organizations, than if one organization acts independently and, possibly sometimes, illadvisedly or hastily. On the other hand, the federation does imply, and is intended to build up strength for the organizations as representative of the interests of those who compose their membership. It is true that in a large majority of cases railway officials give careful consideration to reasonable complaints brought to them by their employees, and in the vast majority of instances, they cordially meet and treat with the representative committees chosen by the employees. Where such disposition is entertained by the managements, cordial relationships of mutual business confidence have already been builded up which will not in any degree be shaken or affected by the formation of this federation. It is entirely out of the question for all of the employees in any branch of the service to be heard on any question that is of general or universal interest to them. The only way in which a matter affecting them generally can be fairly brought before the management is through a committee chosen by the men and authorized to represent them. This committee should, and under the law of the organization must, be composed of employees of the company in good standing. The physical strength of the federation will never be tested or brought into play, unless it be in an instance where a manager denies his employees their right to be heard through their chosen committees or where a manager stubbornly refuses to grant to his employees a reasonable degree or portion of just and reasonably considerate treatment. It is not very long since the president of one of the largest systems centering in Chicago, and who is one of the most able men in his profession, stated to the Civic Federation of Chicago, that he was bound to admit that there were some railroad managers who would not accord their employees proper consideration or treatment if it were not for the

fear of a strike. The brotherhoods have no more desire to exercise their physical strength in the form of a strike than the United States government has to exercise its magnificent war vessels in warfare with another nation, but we do believe that it is entirely consistent and proper to have the machinery for that purpose available if it becomes necessary to use it. These brotherhoods are unalterably committed to the proposition that they will not resort to extremes in support of any cause which they are not willing to submit to any fair board of arbitrators, impartially chosen; and I have no hesitancy in asserting that there is no possibility of a strike on the part of the federation in question, unless it be after arbitration of the differences has been refused by the other side.

We are indeed glad that "the railways and brotherhoods are now at peace." I see no reason why the adoption of the federation plan on all roads or on any road should tend in any degree to disturb that condition. System federations under practically the same rules were in force on a number of railroads from 1893 until 1898 and none of the evils which you now seem to fear, developed. The plan of system federation then in force was succeeded by a plan of general or international federation of all the organizations in question but one, which was abandoned early in 1900, and the plan of system federation has been again returned to.

Yours truly,  
E. E. CLARK,  
G. C. C., O. R. C.

The following letters have appeared in the Railway Age under different dates since issuing the above and will show the broad spirit entertained by the managers of some railroads:

To the Editors:

I am inclined to regard with favor the proposed system of federation of employees described in your issue of October 4, believing it will secure a sufficient number of the more intelligent and conservative officers of these associations to prevent hasty or vicious action on the part of the more thoughtless ones or those who might be inclined to create trouble without much, if any, regard for consequences.

The class of men now engaged in train service, at least the experienced ones, can, I think, be relied upon to carefully consider any proposition that might in any way lead to a misunderstanding with their employers, and I think, too, as a matter of fact, they are inclined to be honest and reasonable in their views and judgment of what constitutes just and reasonable compensation, rules, regulations and treatment. Another safeguard

we have in these matters is the consideration given by the heads of departments and divisions, and properties as a whole in the adjustment of questions which affect the relations between employer and employe.

As to the effect of federation in the consideration of questions that might lead to a misunderstanding between the men and the management, I think I can see where, if the management is careful to avoid hasty action and has a proper knowledge of the characteristics of the officers of the organizations, sufficient time can be taken by the adjournment of meetings, and the use of other reasonable means, to dissipate any ill feeling that may have been mixed with the main questions to be considered, so that at the conclusion there can be an amicable feeling on both sides, which will, of course, open the way for reason to govern. I am satisfied that a committee or board, with Arthur, Clark and Morrissey in the majority can be relied upon to be honest and conservative in its decisions.

Where there is an intelligent disposition on both sides to be reasonable and fair, there can be no strike. In my 30 years' experience in handling men, I never had any difficulty in adjusting grievances or questions which have arisen for consideration. Yet I have known of strikes which were the result of ignorant ambition, selfishness, and I may say viciousness of the heads of certain railway employees' organizations. They succeeded in working up temporary enthusiasm among the men, and sprung their demands for unreasonable conditions before their followers had sufficient time to think for themselves, and while they were in a mood to enter into excitement, which they were led to believe would simply be a forerunner of such prosperity as they had never dreamed of. If these leaders had not given their orders to strike and thus force the issue under excitement, the men would not have struck. If those organizations had been obliged to consult with others and deliberate, as provided for in the proposed federation, there would have been no strike. The time necessary to bring about the meeting of the officers of the federation would have defeated the purpose of the leaders. If, however, the members of their associations continued in their disposition to force the issue, the more important element for safety in the deliberation by the joint committee of officers of the other members of the federation could be relied upon to prevent hasty action, and I might say, the attempted enforcement of unreasonable demands.

All things considered, I see no reason for opposing the proposed federation; on the contrary, I feel that it had better be encouraged.

GENERAL MANAGER.

Issue of Oct. 23, 1901.

Following is a letter from an able official whose experience fits him to render a just judgment upon the efforts made to federate:

To the Editors:

I can see no menace to railroads in such federation of railway employes' organizations as that recently outlined in the Railway Age. My belief, based on experience, is that such federation will have a tendency to prevent strikes, rather than to encourage them, as the labor organizations, members of such federation, not immediately concerned in or affected by a wage dispute, will withhold their consent to or approval of a strike which a labor organization, member thereof, seeks to bring about in order to enforce its demands, unless such demands are well grounded. In other words, the labor organizations, members of a system federation, will, in the nature of the case, act more conservatively as a whole than any one of such labor organizations would, acting independently.

System federation, as you unquestionably know, is not a new thing. It has existed on a number of roads, and I believe still exists thereupon. Four of the railway labor organizations were members of a national federation some two or three years back. This federation was terminated by the independent withdrawal of two organizations therefrom, because such federation declined to support a strike, which they individually sought to order to enforce their demands. In my own experience a strike which one of the railway labor organizations wanted to declare, to enforce its demands, was averted by the federation declining to authorize it.

I do not think any railway management which proposes to treat its employes equitably has anything to fear from system federation of railway labor organizations.

J. M. BARR.

V. P. and G. M. Seaboard Air Line.  
Portsmouth, Va., October 19, 1901.

Issue of Nov. 1, 1901.



## WHOLESALE IMMIGRATION SCHEME.

Among the many things that make us think hard at times and try to solve the problem why so many of our American workmen are without homes and are struggling for subsistence, is a clipping from the advertising mentions issued by the Atchison, Topeka & Santa Fe railroad, which reads as follows:

The development of the agricultural and manufacturing interests of the great southwest in the last few years has fully kept pace with the development of the country at large. Nevertheless, there are vast unoccupied tracts, besides large improved sections, which are capable of sustaining many times the present population. The Santa Fe has been quietly planning a huge immigration scheme, which will doubtless result in establishing many thousands of Italians of the better classes on these lands.

Nearly a year ago Chevalier J. P. Spanier, European immigration agent for the company, established headquarters at Rome, and has been carrying on an active and systematic campaign. Over 100,000 pamphlets of 250 pages, printed in the Italian language, have been circulated already, in addition to large quantities of other literature concerning the various states and territories served by the Santa Fe.

It is understood that the San Joaquin Valley in California will receive particular attention, the climate, like that of certain portions of Texas, resembling that

of the Italian Peninsula; but all sections along the Santa Fe will be adequately represented.

There is perhaps no one but has heard something of the glorious climate and productiveness of California, and have at some time wished that he might possess a share of its fertile soil, if nothing more than a garden spot. We have those in our large cities to whom such offers as are held forth to foreigners would come as a Godsend and would be only too willing to exchange the miseries that are incident to the lives they live for the freedom and happiness that such a little tract would bring under the sunny skies of California. Why, then, agents should be sent out to bring foreigners to enjoy these blessings is more than we can understand.

The latest report of immigration at the port of New York, which takes in the second quarter of 1901, says that the arrivals numbered 161,550, or 21,206 more than the corresponding season last year. Of the total number landed, 53,262 were Italians, or more than four times the number of any other nationality who came to our shores. A table of avowed destinations shows Pennsylvania's gain



as nearly double that given in the preceding report—34,472.

It is not our purpose at this time to show the effects of such an influx in that community, but to consider the proposition why should these raw foreigners of a most undesirable class be solicited to take up lands in the most fertile region of our country to the exclusion of the American and those communities that are now burdened with numbers to that extent that they can find no means of subsistence. Surely the surplus of Americans in our congested cities would furnish a more desirable class of citizens than these Italians, who know nothing of our laws and customs. Then why have they been overlooked in the effort to secure tenants for this land to which every American feels he has a prior right?

A number of reasons suggest themselves to our mind, but basing our conclusions on the supposition that our own people would accept these homes if the same proposition were made them that is being made the Italians, we find no reasonable excuse that appeals to the true American spirit. It does not appeal to us as just that foreigners should be given homes amid roses and orange blossoms while our own people should be left to suffer amid poverty and those influences which drive one to crime and self-destruction. If the door is left open and we continue to permit immigrants to come in and take possession of our lands without making any effort to relieve the congested condition of our cities, what condition of affairs must exist in one or two generations? Superabundance of labor in the mining regions of Pennsylvania undoubtedly influenced the result of the two largest strikes in the history of the country, but will anyone say that such in-

fluence was for the general good of the community? We do not believe that the world owes any man a living without he has given value received for it in labor; but we do believe and demand that we be given an opportunity to exchange our labor for more than the actual necessities of life. We believe we have a higher mission on this earth than to struggle for a mere existence and the production of another generation of wage-earners. Our immigration laws afford to us no protection in this respect, and they operate to tear down faster than we can build up. Our corporations find advantages to be gained in those laws that result in pecuniary profit to themselves or they would not engage in the transportation of Italians as the Santa Fe is now doing. From whatever point we view the situation our immigration laws are made to subserve purposes that threaten the welfare of the people.

The advancement of every nation depends upon the standard of intelligence of its subjects. If they be illiterate they can have no adequate conception of its laws. Ignorance forms the central link of the trio, with superstition and vice on either hand. Under such conditions anarchy is bred with its horrid brood and its consequences need no mention at this time. Enlightenment, therefore, is the remedy, but under the condition of our laws that permits every nationality with a single exception to land on our shores, we cannot hope for the best results until our immigration laws shall be so amended as to exclude all those who cannot attain to a specified qualification of intelligence, namely the ability to read the Constitution of the United States intelligently in the English language.



### MEXICAN CONDITIONS A POSER.

The stories told of the indignities suffered by Americans employed on Mexican railroads at the hands of Mexican government officials, consequent upon injury or death to any person about the trains manned by American crews, is a subject that has been taken up and dropped so

often as to give the impression that but little if any reason exists for governmental interference.

As a general proposition any grievance of whatsoever nature loses weight with each defeat. Popular opinion is inclined to look upon such matters as chestnuts,

a slang phrase which seems quite expressive in this instance, and after awhile fail to show even a passing interest in what is going on beyond the border. Still, if we would be our brother's keeper we must give ear to his appeal and relieve his distress if possible.

It is a hard matter to reach any definite line of action, however, where such variability of opinion exists as is present within our own membership representing nearly every Mexican line. On one hand we are furnished with evidence of extreme indignities and injustice; on the other comes denials that such indignities exist, or, if they do exist, are claimed to be isolated cases which are the exception rather than the rule. We are inclined to believe that both are sincere and that both describe the conditions that exist in their respect communities.

Assuming this to be a fact we must admit that Mexican laws are not administered equitably in all parts of the republic. If this be true then Mexican officers are lax in their duties in prosecution of violations of the law in those portions of the state in which long imprisonments without hearing should be the rule; or else they go beyond their authority in adopting drastic measures in that community where justice should be the rule. With these reports coming as they do from our own members, and representing cases that have come under their own observation, we cannot overlook the fact that there must be grounds for complaint which the mould of circumstances, perhaps, in other more favored localities never brought upon those so situated. We take it for granted that the same spirit of adherence to the laws is intended to prevail throughout the Republic of Mexico as in the several states of the United States. If this be true it goes to show that the laws of that republic are poorly administered, but if by continued examples of injustice in one community only, where appeals to the president are pigeon-holed and the law is taken into the hands of a few who do as they please, it may safely be taken as an indication of the natural hatred of the Gringo, whom they wish to exclude from their country. Under this condition of affairs we can understand how any offense is magnified

to appear in its worst form and how they would stretch their laws to make punishment as severe as possible. Yet, even this being the case there surely must be a basis upon which all cases of a like nature are tried and judgment rendered in accordance therewith. If the officers of any community are exceeding the authority vested in them and are given to imposing false or unnatural terms of imprisonment, an appeal to the head of the government setting forth all the facts had ought to be all that is necessary to secure a correction of the evil and a uniform observance of the intent of the law. Efforts to this end have repeatedly been made through the proper channel in the person of our consul. Just what methods he adopted to ascertain the facts outside a few inquiries of the railway officials we will never know, but that which we do know is that he never made it his personal business to inquire into the details through his imprisoned subject or his representative. It may be asked why so little interest is shown by our consul when British subjects are protected so well by the British consul. We can only express an opinion founded upon conditions as they exist, which point very strongly to disinterest, but the border papers and the Pueblo (Colo.) Chieftain have developed evidence which, if true presents a far stronger reason why Americans are left without protection in that country. The Chieftain says that most American consular representatives are interested in mining or development schemes. \* \* \* They cannot jeopardize their own interests by antagonizing the government. This case, therefore, resolves itself into the simple proposition that a deaf ear to the sufferings and wrongs to American citizens is one of the conditions of personal gain for our consular representatives and that the duties of the office is a secondary consideration. Just why evidence is not gathered by employes on Mexican railroads, to prove that this condition of affairs actually exists, we do not know, but we are no less in the dark upon this matter than we are in determining reasons why those who write to us about specific cases, insist upon writing under a nom de plume and why the principals themselves do

not come out in open accusation against the government and the railroads. We want to conserve the interests of the men in every way possible, but at the same time we wish to be fair to all concerned. Tangible evidence, supported by the affidavits of reputable American citizens would afford the speediest means of getting to the bottom of these alleged difficulties, but for some reason the subjects seem content to suffer in silence, leaving some one else to recite their grievances.

Contributor from Tucson, Arizona, gives in this issue an account of an unreasonable imprisonment, without hearing, of two crews held for killing a Mexican soldier in a rear end collision. None will doubt the truth of the statement, but in the absence of satisfactory evidence, evidence supported by the affidavits of witnesses and principals, what ground is there to support the claim that an injustice was done our citizens, or, for that matter, that such an accident occurred at all? One correspondent inquires what our Order is for and why Grand Officers are not sent to Mexico to turn that government over our knee after the fashion a

parent would administer punishment to an unruly youth. Our good friend, Diaz, would hardly receive such committee when the representative of our government had not vouched for our authority to act for him in international affairs. Our Grand Officers might confer with Mexican railway officials and secure their promise to aid in getting speedy hearings for their men, but we all know that they would not consent to aid us in recommending a law that would hold the railways responsible for the acts of their agents.

From whatever viewpoint we look at the matter we can see no reasonable hope, except through our consular representatives, unless the men themselves will take a little more interest in their welfare and the welfare of those employed with them, and furnish accurate data concerning these outrages, supported by affidavits. Our Grand Chief Conductor will lend every effort in his power if tangible evidence is given him of outrage or injustice to our members, but so long as none is willing to assume that duty, everybody must acknowledge that he is helpless to serve the men who complain.



### A CLEARING OF THE FOG.

When we look backward to the conception of our noble institution and note its gradually increasing size and influence we can hardly conceive what the influences were that brought it to its present state of development. Springs of thought like the pure water that trickles from the crevices of the rocks, first gave birth to the idea of a union of conductors, then joined by others the volume became greater until, fed by thousands of tributaries, it has attained a size and influence that in the beginning was but faintly conceived. If it were possible to trace each tributary to its original source what an infinite net work of thought it would present! We lose sight of the vastness of this net work when we look upon its present perfect state, much as a man loses sight of the hundreds of footsteps and moves he makes after he has brought in a train that he has picked

up car by car. Certain features of the work are recorded and preserved, such as record of cars handled, etc., but no account is given of the tiresome steps taken or of the difficulties met with in bringing the train safe to its destination. So, we have recorded in the archives of the Order the chief accomplishments only, and no record of the millions of ideas expressed and unexpressed that have revolved in thousands of minds toward one end—the good of the Order and the upbuilding of an institution that shall stand a monument to their wisdom long after their bodies have returned to dust.

Each step that marks the improvement, advancement or development in the personnel of the men associates the mind with a magnificent network of thought all concentrated toward one point, yet having such a variability of application

as to reach each and every member and influence him individually. We know that many refining influences have been to work, as will be seen by contrasting the men in service today with those of only a few years ago. They are the same men, generally speaking, but the influences we have mentioned have created different sentiments within them and awakened new ambitions. Morality is increasing at that rate that social barriers are breaking down everywhere and the hearts that once turned against us are now open to receive us. Still, we are talking of results when we refer to these facts—and it is results we are after. No word of reproach is intended to apply to our old has-beens in these lines. On the contrary they have been the pioneers that have done the grubbing and logging to clear the ground. In their minds originated the noble purpose of erecting this noble monument—The Order of Railway Conductors; but who shall ever know the labor spent to this end? Whose mind is great enough to grasp the whole proposition and trace each tributary to its fountain head, accrediting the millions of ideas, both useful and useless, to each contributor? No one but that supreme Being who will mete out our just rewards.

We look back to the deplorable condition that existed among the men less than a quarter of a century ago. Ignorance, superstition and vice in many forms held sway over a majority. There is no old timer but can relate instances in which one of these or perhaps all were developed in some one of their acquaintances. One by one they have disappeared like the fog that hangs over the lowlands with the rising of the sun, and only a trace here and there of vice remains as a relic of the days when the name railroad man was a synonym for all that was low and depraved. Should it not appeal to us that we clear the atmosphere of our Order by every possible effort, recognizing the reward that has already come to us for our efforts?

We may safely say that ignorance and superstition have left but a trace which soon dissolve with the efforts that are being made to enlighten the mind of the conductor. Vice, too, in certain forms is

melting away before the beneficent influences of our Order; still there are certain forms that exist that do not offer as good opportunity for attack as others; one of these is dishonesty. We have opportunity to judge of the improvement in habits, manners and speech in any individual, but we have no way of determining whether or not he is honest. This one vice, that seems inherent in certain individuals, has come down through all these years like a hereditary disease that claims its victim here and there, thus inviting the suspicions of the public upon the entire craft. And we may safely term it a disease—a mania that deprives the brain of its reasoning powers; for what man in his right mind would barter his long services beginning with brakeman, taking into consideration the stormy nights, the sleety decks, the narrow escapes from death in a hundred different ways, the responsibilities incident to running freight and the hardships that go with it—for that paltry pittance that comes dishonorably and subjects him to dismissal, disgrace and the contempt of his fellows? Admonitions to this class have no effect in changing their minds; if it did the examples afforded by the derision that has been visited upon their fellows before them ought to open their eyes to the fact that a thief is a despicable object in the eyes of true conductors. The man who errs in other things may hope for intercession in his behalf by those who are bound by solemn ties to relieve a Brother in distress, but there are no hopes in this direction for those who have forfeited the respect of their fellow men and their position in society by stooping to dishonest practices. The man who engages in short fare work or merchandise exchange knows that he is inviting dismissal from the company's services every time he does a crooked act; yet strange to say, his brain fails to weigh the awful consequences. The patient little wife, who has shared all his trials and has been a comfort to him in his struggle for the reward that follows the hardships incident to freight service, is lost sight of when temptation assails him; his fellows whom he knows would condemn him are forgotten; the esteem of his superin-

tendent is regarded as a haven of safety in case storms overtake him, if perchance it is thought of at all. Blind to his own danger and the disgrace he is inviting upon the innocent wife and children, he goes on until the blow falls; then there is an awakening. She who has shared his trials in happiness is now called upon to share his disgrace. Those who were associated with him are overshadowed by his disgraceful act and in the judgment of the public the conclusion that all conductors are thieves, receives new impetus and the result is that innocent men must suffer the gibes and jeers of a lot of pessimists, who delight in holding the craft up as objects of derision at all times. Society receives the shock quietly and closes its doors against the transgressor. The world assumes a new demeanor toward the man and he soon learns that he is a shunned object among those who held him in highest esteem. He cannot appeal to any person for there is no ground upon which to base an appeal, if he is guilty. The officers of his own Division and the Grand Division, if he be a member, look upon him with pity and contempt. No one has sympathy for him except her whom he wronged most of all, and even in her tearful eyes he can detect a chiding look. Of course, there is that consolation that he can go far away and begin anew, but nothing will atone for the sacrifice his dishonest acts have brought upon him.

Our text is not based upon an imaginary proposition by any means, but has come out of some very painful facts. Those persons we have in mind were among the last upon which our suspicions would have fallen, thus demonstrating what we have said in being unable to reach certain vices that exist because they are not of a kind we can see. Outward indications may indicate a whole-

some development of character and leave no clew that the brain has hidden in its cells a mania that clouds discretion under certain conditions. It is not possible to place any definite safeguard around those so afflicted as is possible in other vices. We can only appeal to their manhood and to all that their hearts hold dear, hoping that the words we speak will be like bread cast upon the waters.

If we knew them personally and could make a personal appeal to each we would argue the matter from a business standpoint and attempt to show them that the evolution of affairs in railroading have undergone a marked change since the time when the conductor was monarch of all he surveyed and ran his train to suit himself only. Leaks in the train line are indicated on the gauge, so modern methods in the auditing departments have made it possible to discover leaks in the receipts, whether in tickets or cash. Sober reflection upon what must surely follow every engagement in dishonest practices ought to restrain every man from crime. He knows that it means exile to him in more senses than one. He knows that it invites disgrace upon his loved ones. He knows that it means a sacrifice of all that years of toil have brought to him. He knows that he is putting himself beyond the power of his fellows to help him. He knows that he is branded a thief. If there is a greater restraining influence than is embodied in these several truths, we do not know what it is.

We sincerely hope that the last victim has reached the headsman's block and that the executions that have taken place will be the medium through which we reach a higher plane in the upbuilding of character of the men employed in running trains.

Whatever the temptation, boys, *don't* do it!



### RELIEF FUND.

The remarks on this subject contained in the letter of Brother S. A. Geasey, of Division 187, Sanbury, Pa., in the Fraternal columns of this number lead us to make some little editorial comment. The

Grand Division, with practical unanimity, recognized the fact that in order to conduct a successful and safe insurance department, it was necessary to conduct it on strictly business principles. There

was a marked and general interest on the part of our membership in the welfare of a goodly number of aged and disabled Brothers, which assumed tangible form and practical shape in the enactment of the law providing for the establishment and disbursement of the Relief Fund. The disposition and purpose of the Grand Division to furnish relief to needy Brothers was a strong exemplification of practical fraternity. The law was enacted by the Grand Division, and if, after fair trial, it proves to be unsatisfactory or objectionable, it can be changed by the next Grand Division, but criticism of the law should be based in thorough understandings of the situation and fair presentation of the same. It is true that quite a number of members were suspended on account of failure to pay this assessment. Many of them have already reinstated themselves and many more will do so. There were more or less misunderstandings as to the proper application of this law, as there always are in connection with any new law which has to be handled by so many Divisions. The levying and collection of this assessment has not been attended with any friction nor with any loss of membership that is in any sense alarming. On the contrary, we believe that the exhibition of true fraternal feeling on the part of our membership, as represented by their delegates in the Grand Division, has done much to strengthen confidence in the Order and has undoubtedly done more or less to attract new members to the Order.

The Brother says: "If it is no good only to western people, let us put it out of existence. If it proves to be a good thing, then let us push it ahead with all our might." Any theory that the operation of that law will be of more benefit to the members of one locality than another is the purest imagination. Every member of the Order who is in such condition as to justify his making application for benefits from this fund has the same right and opportunity as any other member to apply for such benefits, and every case will stand or fall on its own merits after having been judiciously and carefully considered by the ones who are charged with the duty of disbursing this

fund; and that regardless of what section of the country he hails from. The Grand Division sought to provide relief for needy Brothers of the Order. If a Brother be needy, what matters it where he happens to reside?

We cordially endorse the sentiment: "If it proves to be a good thing, then let us push it ahead with all our might." There can be no question that it will prove to be a good thing for many a poor Brother and his loved ones. The very worst that it can possibly do to the average member is to require him to pay \$1.00 per year for the assistance of his unfortunate Brothers. Let us withhold unfavorable comment until we have had a little opportunity to find out whether "it proves to be a good thing," or whether the opposite will be the case.

It may be interesting to know that at this writing formal applications for relief from this fund have been received as follows:

From Buffalo, N. Y., 1; Newton, Kas., 1; Toronto, Ont., 1; Temple, Texas, 1; Mason City, Iowa, 1; North Platte, Neb., 2; Trenton, Mo., 2; East Syracuse, N. Y., 1; Oneonta, N. Y., 1; Detroit, Mich., 5; La Crosse, Wis., 1; Aurora, Ill., 1; Beardstown, Ill., 1; Louisville, Ky., 1; San Antonio, Texas, 1; Indianapolis, Ind., 1; Cincinnati, Ohio, 1; San Francisco, 1; Huntington, Ind., 1; Ogden, Utah, 1; Omaha, Neb., 2; Bowling Green, Ky., 1; Rawlins, Wyo., 1; Chattanooga, Tenn., 1; Binghamton, N. Y., 2; Boston, Mass., 3; Parsons, Kas., 1; Ft. Scott, Kas., 1; Altoona, Pa., 1; Memphis, Tenn., 1; Jackson, Mich., 1; Sunbury, Pa., 1; Saginaw, Mich., 1; Augusta, Ga., 1; Charleston, S. C., 1; Lexington, Ky., 1; Colorado Springs, Colo., 1; San Luis Potosi, Mexico, 1; Goodland, Kas., 1; Marceline, Mo., 1; La Grande, Ore., 1; Columbia, Pa., 1; Pittsburg, Kas., 1; Salt Lake City, Utah, 1; Pueblo, Colo., 1; Roodhouse, Ill., 1; Pittsburg, Pa., 1; Hinton, W. Va., 1; Alliance, Ohio, 1; Cleburne, Texas, 1; Marion, Iowa, 2; Elmira, N. Y., 1; Kansas City, Mo., 2; St. Paul, Minn., 1—a total of 66 applications. Of these 43 have been approved, 11 have been declined and 12 are under consideration or in process of adjustment. In addition to these



there are 24 proofs in the hands of applicants which have not yet been formally filed.

A Brother who has been practically helpless for some time from locomotor ataxia, and who has been granted an allowance from the Relief Fund, writes as follows:

"We cannot express the gratitude we feel. A few days before we received our allowance, we were advised that arrangements had been made to have me go to the home for incurables in Chicago, as my disease was of a nature which required assistance both night and day, and the rules of the Masonic Home would not admit me. I have been affiliated with that society in different ranks and degrees for twenty years. They said they would provide for Mrs. C. in the hospital, where she could have treatment until she could have employment there. They said as I was totally and permanently disabled, with no possible hope for recovery, this would provide a permanent home for me and relieve my wife of the burden of caring for me and it would be the best way to arrange for our support. They expressed regret at the necessity of such arrangement but could see no other way. It was awful to think of separating me from the one who is my only comfort on earth and all I have to care or live for. When she

heard of the arrangement, she broke down and wept until prostrated. But, thank God and the Order of Railway Conductors, we are rescued from such a situation. Now we are located by ourselves in a very modest but neat little cottage, and are happier than we have been for four years.

"I have made considerable effort to have my insurance claim allowed by the Order and my friends have made strong efforts in the same direction. I have given this matter a great deal of study and have no hesitancy in saying that no company or association in the country furnishes a better system or a more fair or conservative manner of doing insurance business than does the O. R. C. When my claim was disallowed, I began to give the matter study and the above conviction is the result of such study. Where is there another insurance company who will protect a Brother's insurance as mine is being protected? A very small portion of the principal is being absorbed, there is no possibility of my forfeiting, and I know that it is safe."

This is one of a number of similar cases that have been relieved through the Relief Fund and it is impossible that one can know of such a case and not feel that it is a privilege to donate to the Fund.



### PREVIOUS RECORD A BASIS FOR EMPLOYMENT.

The report of the president of the New York State Free Employment Bureau embodies the following language:

Business principles are applied to the work of the Bureau. Care is taken that the character and ability of the people seeking to place their labor on the market through this Bureau is a part of our record. Inquiry is made from former employers with a view to establishing this fact, and on this basis they are employed and take their places amongst the producers. Every statement made as to where employed, nature of employment, duration of same and ability to perform the work is strictly investigated before they are introduced to employers. On the other hand, care is taken that our employes are introduced only to employers who will live out their part of the contract.

We see no reason why success should not attend an institution governed on these lines. No institution can long enjoy the confidence of its patrons if the service of that institution is not satisfactory. No service can possibly be satisfactory until it gives to the employer just what he is looking for, both as to ability and responsibility, and to the applicant the character of the employer who seeks his services. The function of the Bureau is to bring about this end and thus establish the basic principle of harmonious relations between employe and employer. Under the old style of operation no one knew whom he was employing nor no applicant knew anything of his employer. Both were frequently imposed upon by the

other, and the only safe investor in the proposition was the shark who operated the so-called employment agency. Under the state's operation of employment bureaus the applicant has the character of the employer laid before him just as the employee's character has been laid before the employer. If they are mutually satisfied with their estimate of the other, a feeling of confidence is at once established that is productive to the interests of both.

In this connection we might mention that the same necessity exists for having accurate data concerning all that employers require should it be determined, in the future to establish employment offices in connection with our own institution. The strongest argument that can be used to demonstrate this necessity is to look at the matter from the employer's view point. At present we only see it from our own, but if we would be just in the matter we must admit that the employer has just as much right to know all about our record as we have to know all

about the conditions which obtain if we take service under him. Confidence in the Bureau at New York is so well established that many employers depend directly upon it for their help, and in one instance cited by the superintendent the employer said that unless the Bureau was able to furnish the help he needed he would have to close his establishment. This brings two propositions to mind: First, that he would not employ labor he knew nothing about, and second, that he operated his business with only efficient help, and that in his opinion such help could only be secured through the Bureau itself. Both propositions undoubtedly constitute one good reason why many others look to the Free State Bureau for their help, and we believe as the institution grows in years its moral worth will be so fully recognized that it will do all the legitimate business of the state and confine the business now done by so-called agencies to "fake work" that shall point them out to the police as violators of the law.



## A DIFFERENCE.

GERTRUDE THERESA CLARK.

Sometimes I'm 'ist as awful bad  
As ever I can be  
An' nen my Pa he says, "'ist wait!  
An' he will tend to me!"  
An' nen I'm scared an' wisht the floor  
Would let me 'way down through,  
Because my Pa he always does  
The things he says he'll do!

But when I'm naughty to my Ma,  
Or been a tellin' lies,  
She never talks, but I can see  
The sorry in her eyes.  
An' nen I tell myself 'at I  
Ain't sorry an' don't care—  
But I don't want to play an' 'ist  
Keep hangin' 'round her chair!

Somehow, I don't feel naughty then  
The way I did before,

An' pretty soon I wonder if  
She loves me any more.  
It makes me feel so all alone—  
An' sumpin's in my eye  
'At goes a hoppin' down my nose—  
An' I bust out to cry.

Nen Ma, she lays her sewin' down  
An' takes me on her knee  
An' hugs me tight up in her arms  
An' cries along 'ith me.  
An' nen we love each other hard.  
'Ist like we did before!  
An' I 'ist know I'll never be  
So naughty any more!  
An' I am lots a gooder boy  
When I've made up 'ith Ma.  
Than when I've had to go an' take  
A lickin' from my Pa!



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

Auxiliary 93 did not close her doors during vacation, and although no great advance was made, she quietly kept pace with the great body of sister Auxiliaries—a fair attendance, but the October meeting brought out the gratifying number of twenty-one members and an additional little visitor in the person of Sister John White's baby boy. Now Sisters, all, by your presence in the hall will grow an added interest, and no other way. It certainly will prove a great inspiration to our ever faithful Presidents, which it has been our good fortune to secure. If members do not feel it their duty or exhibit interest enough to support the officers in chair, why, the result is, no one will take chairs. While "united we stand, divided we fall" or fail, and who is responsible? It is surely absurd to sit back and cast blame on those who tried their best. This is for thoughtful consideration regarding all Auxiliaries, not as one actual condition. I would not imply, only show the danger color and clear the track. Much good can be done and many burdens carried, only everyone at his or her post, and the train will move with all aboard.

September found a party of twenty. I think, of our Auxiliary setting out in the gray dawn of the morning for the salt sea breezes of York Beach, but the day unfortunately proved "misty moisty," dampening what would otherwise have been a clear, polished, good time. Rumor has it that a supper and social is materializing at this writing. The time for electing new officers is close upon us, and desiring to pass my pen along to my successor, whoever it may be, I will now bid all God speed.

MRS. L. C. FLANDERS.

Concord, N. H.



Editor Railway Conductor:

As our correspondent has returned from the country, where she has spent most of the summer, we have been anxiously waiting to hear from 144, but think she has forgotten she is correspondent. Our ink was missing a few meetings ago and we were sure there would be a long letter from 144, but we have failed to see it. We have a very fine lodge and it would be much better if the Sisters would attend more regularly. The punctual attendance of the members means success and also encourages the officers who have a duty to perform. How often do we hear the response of some

Sister when asked why she was not present. "I did not know it was meeting day," or "I forgot all about it." I think it is necessary that every member be present at the meetings and give her assistance in every possible manner and be conversant with all that is being done in the lodge room. A close attendance at meetings will create a better feeling among the members than can otherwise be attained. We are looking forward with great interest to the school of instruction to be held here some time this winter. We are expecting some new members by transfer soon.

Brother Shell had the misfortune to lose his left hand, but glad to report him getting along nicely. Brothers Hope, Shelly and Johnson have adopted the wise plan of taking to themselves a partner for life. We extend our best wishes and hope this means new members for the Auxiliary.

Knoxville, Tenn.

A MEMBER.



Editor Railway Conductor:

A month has passed since the death of our much loved President. Yet the nation still mourns, but why should we mourn? For he died as he lived, full of joy and hope. So can we, as a people, if we follow his teachings and when our lives draw nigh unto death, we too, can say, "It is God's will not ours. Thy will be done."

Brother Downs and wife are taking in the sights at the Pan-American and Niagara Falls. A number of our O. R. C. men and their wives took possession of Sister Yeager's home, on the evening of her birthday. They thought they would take her something good to eat. All present reported a good time. Supper was served, which consisted of all the delicacies of the season. At a late hour they all returned to their several homes wishing Sister Yeager many more birthdays. House-cleaning is on the order of the day now and as a result our Sisters are all busy. To all Sisters I wish the best of success and rejoice at their prosperity.

Sunbury, Pa.

MRS. HARRY RIDDLE.



Editor Railway Conductor:

Auxiliary 81 is still on its way to progress, adding new members one by one, and trying hard to reach the top of the ladder. We all had a good time on Tuesday evening, Sept. 29, in the way of a surprise party to our junior sister, Sister Cox. We all enjoyed it so much, as the Sister said she was like

the little girls that were surprised—she didn't know whether she should laugh or cry. However, she concluded to laugh. She was presented with a very nice piece of bric-a-brac as a token of friendship from the members, and our Vice-President, Sister Currens, did her best with the presentation speech. The evening was spent in different games, music and singing by Miss Mamie Cox and some of the good Brothers. Plenty of good things to eat, as one of our Sisters said. Did you ever see her stay home when there was anything good around to eat? We are all working very hard getting ready to hold a bazaar and oyster supper on the 12th, 13th and 14th of November, and that means lots of work and begging, but our labors are always rewarded by having a good time in general. I hope we will meet with success and make a good lot of money to buy us a piano, as we are all very musical.

JENNIE STONER.

Baltimore, Md.



Editor Railway Conductor:

At the last meeting of Auxiliary 10 so many of our old members appeared that we had a regular jubilee. Judging from the pleased expression on our President's face it did her a world of good, and I for one, made a solemn vow to attend meetings oftener.

We are glad to see Brother John Correll and Brother George J. Fowler about again, both of whom have been very ill for the past three months. None of our members were able to go to the school of instruction at Elmira. We all know we missed a delightful time. It seems too bad that some of our handsome bachelors of No. 12 do not wed and give us a chance to add to our membership. Rumor has it that Brother John McCann is about to become a benedict, but do not know how true it is. We are all ready to dance at the wedding.

Jack.

With best wishes to all Divisions of the O. R. C. and L. A. to O. R. C.

MASCOT.

Scranton, Pa.



Editor Railway Conductor:

A rumor is in circulation that a tracer is out to locate the missing correspondent of Auxiliary 23, so thought it about time to report for duty. So many Sisters are out of the city to escape the hot weather, ye scribe included, left us short of news. Many visiting Sisters have looked in upon us, and received a warm welcome. We have with us at present, Sisters Healey and Buckley, of Dodge City, and Sister Morse, of Ft. Scott, Kansas.

Sister Hendershott, of Chicago, gave us a call recently. Come again Sisters, our latch string is always out and our goat in trim. Grand Secretary Sister Higgins, paid us a visit during the summer. A reception was given in her honor at Sister Dalton's, which proved a very enjoyable affair. Brother and Sister Johnson are home from California, and report a fine time at the hands of Division 111 and Auxiliary 84. Many thanks Sisters and Brothers and if you will only come our way, we will endeavor to prove the old maxim, that one good turn deserves another.

As to our social business, we are having card parties once a month, for the good of the Order.

The first, in September, was held at Sister Wright's; the one for October, at Sister Conboy's, and both proved enjoyable.

On the 17th, Sister Johnson gave us a social afternoon, just among ourselves, and as we are going soon again, you see it was all right. Our annual ball will be given November 22nd, and is Mann(ed) by Sister J. F. Mann as chairman. Its success is assured with our capable President at the helm, Sister Dalton. Our membership has increased and the year has been a prosperous one. Sister D. A. Clark is sojourning in California for her health. Sister C. M. Landis has located in Los Angeles and has our best wishes in her new home.

We beg to announce the retirement of Hot Tamales from active service, to the privacy of St. Joseph's hospital. Owing to the thinness of his wearing apparel and a diet of spring chicken and angel food administered in liberal doses, by good Sister Hinkley. We do not expect to reinstate him before spring. Of course you know we, Auxiliary 23, were second in the race for the Dustin medal and as a consolation Sister Dustin presented



THE DUSTAN JEWELLED PILLOW PRESENTED TO AUXILIARY 23.

us with a beautiful jeweled sofa pillow. Last but not least just watch our smoke for Pittsburg in 1903. As this is my first offense and I desire to hold my job for another year, (?) I will close.

Denver, Colo.

MRS. F. W. GRAHAM.



Editor Railway Conductor:

Auxiliary No. 90 is still alive and seemingly in good health, regardless of the many discouragements to which human organization is heir. Our meetings have been fairly well attended considering the very hot weather during the summer months. There is always a faithful few who attend no matter, hot or cold, and continue their interest in the good and welfare of the Auxiliary. We held a picnic in September at Sister Harck's pretty summer home, Glenwood, on the banks of Pleasant View, Clark's Lake, in honor of Sister

Oldfield, of Hamilton, Canada. We had a delightful time and our tables were spread on the lawn and gave the appearance of a banquet more than that of a picnic. Those who did not come don't know what they missed. There was only one thing to regret, that was the day was too short. At 5:30 the boat whistled and we were obliged to say good bye. October 9, we held a box social at the pleasant home of Sister Jessie Curtis, which was a success and very much enjoyed by all present. Brother Weatherbee serving as auctioneer. He is all right, but he bid on the wrong box. We expect to hold another on the 23rd, at the pleasant home of Sister Bell.

It is with much pleasure I recall those days spent in the convention hall in St. Paul, and my dear little seat mate of Auxiliary 44. How often I do think of her. The Grand Convention at St. Paul was a fine success from beginning to the end. With the re-election of Grand President Sister Moore and Grand Secretary Sister W. E. Higgins, the L. A. to O. R. C. is sure to prosper and progress. They are certainly capable women. Our Order is a noble one and our motto, Charity, Truth and Friendship, what a splendid guide through life if we would but practice it.

Jackson, Mich.

MRS. W. PERKINS.

Editor Railway Conductor:

As the year is drawing to a close, I suppose that some of the Sisters are wondering why their correspondent does not write. Since my last letter our Auxiliary has experienced some sad as well as some pleasant occasions, we have lost a faithful member, Sister Hine, who was elected President for the present year, but on account of poor health at the time, was not able to fulfill her duties and had to give up the office.

We have not done much in the way of money making this summer, only one social being given, that by Sister Bowlby, and was well attended and proved a success, some of the Brothers paying as high as one dollar for their cream. I do not want the readers to think that was the regular price, but it was just a kindly act on their part. On the evening of September 28th, the Sisters, Brothers and invited friends, met at the pleasant home of Sister and Brother Stone to give them a farewell surprise. The evening was spent in social conversation and games; ice cream and cake was served and a token of friendship was presented to Sister Stone. Brother and Sister Stone expect to leave for Tennessee, where he is running a passenger train, we wish them good luck and prosperity in

their new home. It is with pleasant recollections I look back to my visit to the Grand Division, at St. Paul, and when I receive THE CONDUCTOR, I always look over the letters for the names of some of the Sisters I may have met there.

North Platte, Neb.

CORRESPONDENT.

Editor Railway Conductor:

Auxiliary 139, after its usual summer vacation, has again taken up its work with renewed interest. Two new members were initiated at the last meeting, one coming from Racine to join our Auxiliary. We expect to have six more candidates very soon. We contributed ten dollars to Highland Park Home, at our first meeting in September. Although it was only a "mite" our good will accompanied it and we trust it will be accepted accordingly.

We were pained to learn of the illness of Brother Jeardeau, and hope he is much better by this time. He has always taken an interest in our Auxiliary. A box of flowers was sent to him with the best wishes of Auxiliary 139.

A social was held at sister Willis' home, 113, 18th St., in September and was a very pleasant affair. Cake and ice cream were served and those who did not attend, missed one of the good times that go to make life happier. We are going to give a dancing and card party, October 25th. Wishing success to all Auxiliaries.

Milwaukee, Wis.

Editor Railway Conductor.

Auxiliary 87 has been very quiet during the heated season. We have had two very successful socials and our Committee on arrangements and refreshments deserve a great deal of credit for their good management. Now that the warm season is over, come out, Sisters, and let's do a wonderful work.

Many of the Sisters have been away this summer, we hope they will return very much refreshed and with new ideas for the L. A.

Sisters Dunn and Karr are entertaining a little conductor and conductress.

Brother R. M. Hoover had the misfortune to fall from his caboose, injuring him quite seriously, but at this writing is doing nicely. We hope soon to hear he is able to take out his run. Hello Mikel how is ideal Division? I haven't seen anything from your Division in a long time. With best wishes to all.

Houston, Texas.

A MEMBER.

## ADIEU.

ED. E. SHEASGREEN.

Dear wife,

I say "adieu":

Oh, clasp in love my hand,  
And kiss me, dear, and whisper low,  
As from your side I now must go  
Across the changing land,  
From home and you,  
Dear wife,

Once more  
I leave you, sweet.  
To bare the dreary night;  
And while I'm trembling far away  
Down through the night t'ward sunny day  
And far beyond thy sight,  
Just pray we'll meet  
Once more.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

I am glad to see by letters in our October CONDUCTOR that some of our correspondents are becoming interested in what is being written and said along educational lines in our magazine, and which, of course, alludes to the urging of our members to support and assist our magazine managers to conduct THE CONDUCTOR along deeper lines of thought. I think it has been well said and without doubt plain to the members of the Order that our editors have grasped the situation when they have resolved to pass to a higher plane of usefulness with our monthly periodical and enter upon something more progressive than the preparatory stage. That we all feel proud of the fact as "Merit" aptly states in the October number, and know that it is a credit to the Order of Railway Conductors that we have within our fold such a high class of bright minds from which to draw, therefore, as this letter will come to you, Brothers and Sisters, about the period of your election of officers in your respective Divisions, would it not be a good time to discuss the subject and, if possible, select the strongest, most excellent and versatile writer from among your number and send in his or her name to our editor?

I notice in the press reports of recent date that Bishop Potter of New York puts his finger on a vital suggestion that "social contact is a factor and possibly a solution of a settlement of our labor interests" when he says: "He brought together in an informal way, in his study, the New York board of mediation," which consisted of labor leaders, ministers, college professors, employers, employees and a number of ladies. The Bishop further states, "they came together around the fire in this way. He had somebody bring in some coffee and a bundle of cigars, and that never before did he realize the true value in the settlement of social problems by social contact."

This will, no doubt, give you an illustration of the effectiveness of our getting together as often as practicable, both in mind and spirit, and I feel quite sure it is a sentiment all of us should cultivate. You should feel—every one of you—that you are in effect members of the same family, striving for the same good, and for the moment you get together drinking a little coffee, smoking a cigar, you then succeed in developing a contact, so to speak, between masters and workmen, between employer and employe, which under all conditions can never be impaired for the practical solution of problems and doctrines to be carried out and inculcated into our every-day life; that the vital tie of personal contact or personal touch with

our editors is the tie of brotherhood and causes humanity to respond with humanity goes without saying, all of which will cause the artificial barriers of class distinction and personalities to be swept away, and all will then treat with each other as Brothers and Sisters should. Furthermore, it is a safe assertion there will be no tangle of conflicting interests that may not be unraveled for our good. Such contact will accomplish wonders and cannot help but carry out the doctrine of the fatherhood of God and the brotherhood of man as enunciated by the great Bishop.

Speaking of labor organizations and unionism, almost everyone must recognize the study of business methods and organization that each begets a strong conviction we all know, and also that our Order is an inevitable result of prevailing conditions, that it must be reckoned with as a permanent factor and of increasing importance is also recognized. In some quarters the impression seems to prevail that a decisive defeat of the Association of Iron and Steel Workers in its contest with the steel trust will reduce the future importance of unionism; superficially, there may seem to be some reason for adopting this view, and as claimed, this gigantic trust was fighting for the central principle that the right of labor "should not organize;" but when one looks behind the incidents leading up to the strike and appreciates the state of affairs existing in the minds of the men composing the trust, one's confidence in their conclusions along these lines wavers. I know of instances in which the employe has been reduced to an animal, and like an animal is supposed to require only enough to keep him alive. In such cases the man becomes a machine. The only difference that he is energized by blood instead of steam. Taking another view of the situation, the steel trust had the opportunity of conferring a blessing, not alone upon those who were in their employ, but farther than that, upon their homes, family and community at large. This would have benefited the trust by raising the standard of those who work for them, which always tends to give better workmanship and greater success in business enterprises to be carried out through the assistance of the employees; therefore, how much better it would have been for the trust to have got in closer touch and devised means and methods for making the factories and homes of their employes more cheerful and attractive, thereby securing a closer bond of sympathy between themselves and the people in their employ.

Des Moines, Ia.

J. A. KIETH.



**Editor Railway Conductor:**

In looking over the field of labor and viewing so many different organizations one sometimes thinks there are perhaps too many and that it would be better to have them under one head. Of late, however, it seems to me that properly conducted it is the better plan for each branch of service to have its own organization—to attend to its own individual needs. The important thing is for each individual to promote harmony so that when a question or grievance arises that affects the general good it is an easy matter to bring the different committees together and consider it. Another thing I wish to have an expression of opinion on is the control and operation of railroads, telegraph and telephone lines by the government. I do not wish to precipitate a political discussion, but there is quite a sentiment among a great many people in favor of this end and I would like to know what railroad men, and particularly conductors think of it. I have heard some very plausible arguments, both for and against. For my own part I cannot see why they could not be conducted, say on the civil service plan.

MEMBER OF 365.

Oil City, Pa.

**Editor Railway Conductor:**

I take pleasure in replying to Brother J. A. Keith's letter in the October issue, namely that of improving our official organ, which is very dear to me, and in which I take as much pride as my own household. That THE CONDUCTOR should be improved there is no question, and I will herewith briefly outline my ideas:

1. What feature of THE CONDUCTOR do you find most interesting and helpful?

The Fraternal letters and the editorials.

2. What class of articles do not interest you?

For the past two years there was nothing in its columns that was not interesting; while some articles did not particularly interest me, I know others were interested in them.

3. If you were editing THE CONDUCTOR, what feature or features would you omit or insert?

Above all cut out from the Fraternal letters the chestnutty ball news, such as the grand march was led by our genial superintendent or trainmaster with Miss B—, the belle of the evening and then the decorations and the usual wind up danced until the "wee sma' hours," when all retired, going home happy, all of which makes me and many others tired. The mere mention of the fact that the Division gave a ball for the benefit of Brother — or the Home, etc., will suffice.

4. What feature do you think could be omitted without serious injury to our magazine?

None.

5. Would you use more or less fiction?

Would use but little.

6. What kind of fiction would you use?

That founded on facts, especially such as would tend to be an educator in our calling.

7. Do you think a question and answer department especially helpful?

It certainly would be. I would avail myself of the opportunity to ask questions. Such as our editors could not answer could be referred to the membership at large. By all means let us have the question and answer department.

8. Does THE CONDUCTOR give enough variety to suit you?

No.

9. Are the articles too long or too short?

Neither.

10. Is there too much or too little in our Fraternal Department?

Not enough.

11. Is there anything about THE CONDUCTOR you positively dislike?

Only as stated in answer to question third.

12. What features or class of articles do you fail to find in THE CONDUCTOR that you think ought to be there?

Labor statistics; the doings of other labor organizations; good illustrations.

13. What new department or feature would be of special use to you?

Discussion of the diseases of the air brake, hot boxes and prospects for employment in different localities. And last; but not least, I do not like the cover now used. Why not have a cover with edges cut flush with the book? These desirable changes will warrant an increase in expenditure if necessary for carrying out same. Surely we are able, so let us have the best obtainable.

McKees Rocks, Pa.

EDWARD FUNK.

**Editor Railway Conductor:**

I will endeavor to place before the readers of THE CONDUCTOR a few thoughts as they have come under my personal observation in my railroad experience of twenty-five years, showing the advancement made by the men and the causes for same. When I commenced, as a great many of you old heads are aware, unless a man was what is generally termed a "rounder," he was ostracised by the rank and file of men in train service. Today it is just exactly the opposite; if you persist in following up on these lines you are cut by the men as well as by the managements of railroads. What has brought about this great change in the moral and social standing of the railroad men in train service today? In the first place the different organizations of railroad labor, by their laws and teachings, have shown to these men by moral suasion something that could never have been brought about by force, and the continual teaching of our Orders that inculcates into the minds of the members has brought forth fruit and today we are not only recognized by railroads, but by the public as a moral and social set of men. I attribute a great deal of this advancement to the teachings of our Orders. How much more pleasant when one looks at in the proper spirit than it was twenty-five or thirty years ago. If you remember the cheering words of our G. C. C. at St. Paul, he said, "If you will go home to your respective Divisions and practice the teachings you have here, there will be no question as to the ultimate results to our Order." Now, the question arises, do you do it? Are you doing it? I sincerely hope you are. The result will speak for itself. I have for years been what was known in railroad parlance as a good fellow; could take a drink and play the festive game with any one, and still I used to make talks to the Brothers on the way they should go then, until about two years ago, I saw how un-

reasonable my arguments were under these conditions, and I says to myself, Bill, quit your meanness and show these Brothers you practice what you preach. I did so, and before my Division I made an open confession, asking them to assist me in my resolution. I have never touched the vile stuff since, and by the grace of God I never will again. When I can see the personal benefits to myself and family and what my short talks for the good of the Order amongst my own boys has done I am satisfied that to practice what one teaches is the only true solution of getting closer and next to the hearts of our Brothers who are liable to err. I remember a colored preacher not far from this place who was charged with an ominous crime by the members of his church. They tried him, and things were getting serious for him when he jumped to his feet and said: "Bredren and Sistern, I has been accused of violation of the law and by the evidence given you are going to convict me, but before you does I wants to say a few words; I has always preached the Gospel to you just as it is written in the good book, (Loud cries of bless the Lord! Amen!). I has always told you to do as I say, and not as I do, and then there will be no question as to your future homes in eternity." There is a lesson to be drawn from "do as I tell you," boys, and you will be all right. Don't do as I do, if you do you will be all wrong. It is the duty of the Chief Conductor to watch over the interests and welfare of his Brothers. Can you do it and be on the wrong side? Can you tell them to do right when you know you are not right yourself? I leave the answer to you. I could not, so I quit my meanness so I could. I hope this word of caution will be taken in the spirit it is given, with malice toward none and charity for all. I believe I am right when the moral and social condition of my Brother conductor is at issue in expressing a few thoughts for their welfare.

"Let your lower lights keep burning.

Cast a gleam across the wave."

You may cast an erring Brother by a kindly word. Each man is his brother's keeper is well said, and if practiced to the full sense of its meaning there will be no question as to the ultimate results to our Order. With kindly wishes to all,

Topeka, Kas.

W. H. THOMAS.



#### Editor Railway Conductor:

In reference to the controversy of protection of Americans in Mexico I will cite you a case on the Mexican National that came under my own observation, and therefore I know what I am talking about. Brother Woodward was the conductor on first No. 12. He had a coach load of Mexican soldiers just ahead of his caboose. First and second No. 12 met No. 1 at Solis, where they headed in on some cars to let No. 1 by. After meeting No. 1 both sections of No. 12 backed out and the first section, Brother Woodward's train, pulled up the main line and stopped at the wood racks to take wood. Solis not being a regular wood station Jere Wimplepeck, engineer of second No. 12, was working his injector and did not notice that first No. 12 had stopped, and having but six cars of air he struck first No. 12 while running at a speed of about six miles an hour, shoving the dinky caboose onto

the platform of the coach, killing a soldier who was standing on the coach platform. The conductors and engineers of both crews were immediately arrested. Brother Woodward was compelled by the officer in charge to leave his caboose where it was, on the ground, and go on with the train. Wimplepeck had to clear the side track and leave the cars on the main line, and proceed with a guard on the engine, also one on the caboose, to look out for the interests of Conductor Boyd. Mind you, this happened at a blind siding. Brother Woodward was not allowed to communicate with any one, and any messages sent to him had to be interpreted to the officer in charge by the Mexican operator. Neither one of the crews were allowed to go to the restaurant to eat. The engineer of first No. 12 and the conductor of second No. 12 were eventually released, but Woodward and Wimplepeck were taken to Toluca and placed in jail, and kept there for thirty days without a hearing. The charge was that Wimplepeck had been trying all day to hit the first section, and that Woodward had shot at Wimplepeck, which statement I know to be utterly false, as the men were the best of friends. The authorities wanted \$1,000 cash bail. The National company offered bond to that amount, but it was refused. The American minister was appealed to but he did not notice the appeal. At last we took the matter in our own hands and gave the company ten days to get the men out or the road would be tied up. The company then got in their work and the men were released after thirty days' imprisonment without a hearing. I left the country shortly after that, but I heard later that the case never came to trial. I have another case in mind and may have something more to say on the subject later on.

Tucson, Ariz.

CONTRIBUTOR.



#### Editor Railway Conductor:

Continuing my September letter of my trip to Richmond. After my return from the Gettysburg campaign, I was detailed to attend the wants of a father who had been stricken with disease, from which he never recovered, and were both sent to the hospital at Wilmington, where we remained until Butler's attack on Fort Fisher, in which he failed, when we were transferred to Fayetteville for a short while and then returned to Wilmington where we remained until Fisher fell. We saw the bombardment from Dr. Wright's summer residence on Wrightsville Sound. After the fall of Fisher we were transferred to Raleigh, where on the 19th of February, 1865, he breathed his last and his remains rest in the confederate cemetery at Raleigh. We recall with the saddest recollections of life that cold February morning when we walked out of the ward and left all on earth cold in death, to the care of the nurses who had kept vigil over him, who for weeks, had been only able to grasp my hand and whisper something inaudible. O, the feeling of despair that came over me that lonely night. I looked up instinctively for a guiding star in that hour of desolation, but none were visible, the heavens seemed to frown on me. Sad and silent in the darkness of early morning, under a cloudy sky, without a friend on earth, not even a star deigned to serve me, at the saddest moment of my life, one of the attendants came out to me

and placed his long arm around my neck, looked down on me and I looked up in his benevolent face, I can never forget his expression, but neither spoke. He pressed me and walked off as silent as he had come.

At the breakfast hour, I was advised that the federals would soon enter Wilmington and that I should endeavor to reach there before the city fell. I made the start, but only arrived at Magnolia when I met the last train out of Wilmington. I retraced my course and reached Raleigh the next morning, where I was given charge of preparing delicacies for five wards in Pettigrew hospital. My duty was to accompany the physician and take notes of the diets for the very feeble. I remained there about three months and acquired some knowledge of a culinary nature. In early April, the matron took exceptions, to what I thought a weakness, for a young lady and we could not agree so I made application for transportation to Wilmington, which was granted. I spent the day in preparing lunch, next morning I started and reached Goldsboro in time to see the train pull out for Wilmington. The trains ran only tri-weekly, so the prospect was gloomy, but I had lunch and established my camp under the old shed that stood in the street and waited for something to happen: on the night of the second day my lunch gave out, except one pie, which I was keeping for breakfast. On retiring, I placed my haversack under my head for safe keeping. I was not long at rest before I felt my head drop and reached for my pillow, but it was gone and with it my pie and breakfast, I gave chase, but to no effect, as the vile wretch soon distanced me and I was left with a future, but nothing to eat. I could see nothing but starvation, after having survived the war. I reached Wilmington the next night with my worldly effects (a cracker box) and slept under the shed until morning, when I arose early and went down the street to prospect. The news boys were out in force, I met a friend and borrowed twenty cents for a starter and since then I have been able to get three meals a day.

To Brother W. H. Thomas of Topeka: I was not complaining of the expense, but simply to show that it was expense for our Grand Division cost \$6.66% per minute, it does not require long for a Brother to talk two or three hundred dollars worth. Brother Duplex, of Knoxville, is respectfully referred to the last sentence of my October letter. No, Brother, I have no experience as a farmer. For the kind reference of both I thank you, but am unworthy.

With the rush of cotton to our market, our local freight men have been working from twelve to eighteen hours per day since the season opened and there is no prospect of a let-up, for our farmers are in debt and they must pay up or for another year their road will be rough. It is hard on the farmer, for with the downward tendency of the staple he is forced to pay with the 7½ cent cotton, while if he could hold for a few months he would realize probably 10 cents.

If one could depend on promises every Coast Line conductor would be in the Order before our next meeting, but having been fed on these futures until our vitality is about exhausted we will make no more promises, but will tell you when, if ever,

we have annihilated the F. P. division. Rumor has various changes in store for the boys very soon, but as yet those changes are only kitchen talk and we do not vouch for them. If our Brothers would not map out these changes in advance of the rank we think it would be better for the file.

LAFAYETTE.

Wilmington, N. C.

#### Editor Railway Conductor:

Again being stirred by the writer of Auxiliary No. 8, I rise to say that No. 187 still lives and its members are looking forward to the coming election of officers for the year 1902, hoping that by our new officers we may have a prosperous year. We are at a loss to know why the conductors of No. 187 do not attend meetings better than they do. Come, Brothers, stir up, come to meeting and learn to know what is being done and you will not need to meet on the street corners to ask what is being done in Division. We need your presence. Come all, and look forward to whom you would have in office, so as to have no after kicks on the street corners. Surely we are glad to see you come.

Now, a word about the Relief Fund adopted at last Grand Division. I see that already 322 members have been dropped for non-payment of the one dollar assessment. If the Relief Fund is a detriment to the Order let us demand a vote of all members of all Divisions as to whether it shall stand or fall. If it is no good only to western people, get up and let us put it out of existence. If it proves to be a good thing, then let us push it ahead with all our might. [We have answered you editorially.—Ed]

S. A. GEASEY.

Sunbury, Pa.

#### Editor Railway Conductor:

Having had the pleasure of attending a meeting at my Division, 166, I must say that it was rather spicy and to the point and one I would not have missed for a great deal. Brother Geo. McGuire, better known as "Straight Air," and who is one of the stockholders on the B. & O.—that is to say, helping to control the rolling stock descending hills—was at the helm as Chief Conductor, a position Brother Geo. Mc. likes to fill, as he is always given a chance to pop at the proper pressure. Brother Wm. Donavon also put in appearance at a late hour after opening, but, of course, made his excuse for coming a little late, which was accepted by the Brothers. Brother S. F. Moore was also a little late, but then there is to be a little allowance made for him. Now, I wish to state for the benefit of all on the B. & O. road who are anticipating being made O. R. C. men, that unless you have had the required amount of experience, which, by the way, is 113 actual days' time as conductor on a steam surface railroad, it will be useless to make application to Division 166, as it is the aim of the members to see that everything is done in apple-pie order. Now, as the first Sunday in November is the date set for the election of officers, Past Chief Conductor, Brother Joe Vander-

volt, is going to be a candidate this year. Brother Joe is strictly business and gave elegant satisfaction when he was in office. Division 166 has a Brother who has not been to a meeting, so I have been informed, for the past three months, and yet he has a run that his layover is every Sunday in Newark. Now, if the Brothers think that they will learn more about what is going on by staying away from meeting they make a very grave mistake. Division 166 should always turn out a great meeting, owing to the membership. Now, Brothers, don't forget the election day is the first Sunday in November. All turn out and cast your votes.

Now, I wish to say a few words regarding Division 324. As I am a frequent visitor of the above Division I can cheerfully state a more genial set of Brothers I never met in a Division room. Every Brother does all in his power to promote the welfare of the Order, and no stone is left unturned to help a deserving Brother. I can safely say the finest excursion that ever passed over the N. & W. road was given by Brothers E. Spencer, Louder and Mouler, three members of Division 324, from Bluefield, W. Va., to Cincinnati, on the 26th of September, last. Everything was gotten up in first-class style, even to a Pullman car being attached for the accommodation of those desiring to participate in the luxury afforded on the rail. There was only one thing lacking to complete the excursion and that was Windy Reynolds and Admiral Johnson were not there with their gum boots. Now, Brother Reynolds is somewhat like myself, he wants everyone within a quarter of a mile to know that he is about. While Brother Johnson is not slow; he can say as much in a few minutes as any Brother in the Division room. Good, Admiral, keep up the good talk. Brother C. C. McCullough, who handles the punch between Bluefield and Williamson, W. Va., is one conductor among many in the working of his train, especially through the coal fields of the N. & W., and is known to be, by everyone with whom he comes in contact, as being strictly up to date in his business. Brother S. E. Croy also comes in for a share of the honors, and he is always ready to lend a helping hand to a worthy Brother. I don't care to say too much about Division 324 for fear my own Division, 166, will think I am a little partial.

Newark, O.

A. F. HENLEY.



#### Editor Railway Conductor:

With each Division comes a new member to your list of correspondents. So we trust you may find space to inform our Brother Conductors of the organization of Bay State Division 413 in Boston. It will be of interest, no doubt, to all members of the Order to learn that on Sunday, Oct. 20, Brother Wilkins organized the largest Division our Order has known in its history. Taking into consideration the discouraging counsel which met the promoters of this Division, we cannot but offer our highest appreciation for their efforts. Our objects and purposes were to sustain the principles and advance the interests of the O. R. C. Many Brothers in this section of the country considered the introduction of a new Division uncalled for, and felt concerned as to the number it might at-

tract from their quarters. Their methods of disapproval were heralded with language somewhat short of propriety, and they questioned the purity of the purpose which prompted its institution. But "nothing succeeds like success." And now that it is a success the Brothers who predicted many things inconsistent with our desires, must feel somewhat like walking backwards to hide their prophecies. The generosity with which Division 157 met the requests for withdrawals, which will number 100 or more before the charter is closed, merits the consideration of Division 413. By a unanimous vote of 157 they expressed their willingness to assist in advancing our new Division, together with appropriating funds to secure our charter and jewels. This act alone deepens our gratitude and strengthens our kindly disposition.

It was a scene for a painter, to see Brother Wilkins declaring that large body of 135 men members of Division 413. The meeting was called at 10 a. m., and closed at 5:40 p. m. A banquet was served at 1:30 p. m. which was enjoyed by 150 Brothers. The initiatory exercises were performed by Brother Sears and staff from Division 66. They left Bangor and Portland at midnight on a special car and were received at Boston and conducted to Roughan Hall, Charleston. Their work was grand and impressive. It called for marks of approval and will go down upon the pages of our first records as a master effort. We feel a tenderness among the boys of Division 66, and hope their visits will be many. More than ordinary credit is due Brother John H. MacDonald for his untiring efforts in bringing this Division to such a successful issue. The honor of naming the Division was assigned to Brother MacDonald.

Brother Fitzgerald, whom I believe signs "Automobile" in THE CONDUCTOR, and is Chief Conductor of Division 122, was present for a short time. If it adds luster to a branch of our Order to be organized on historic soil, Bay State Division stands unequalled in brightness. It was born at the foot of Bunker Hill, on the ground made famous by our illustrious forefathers and in a township known to the world. The several Divisions of Boston may be in a position before long to extend an invitation to the Grand Division to meet here. True, we will not invite you to a state with sands of gold, or fields of grain, or mountains of precious ore. We cannot present to you scenery unsurpassed, nor can we offer a climate equal to the other coasts, but we would gather in a hall from the windows of which your eyes would rest upon objects whereof your children speak today. You will see objects that will be taught to successive generations to come; you will see our Boston, our Concord, our Lexington and our Bunker Hill; you would carry home memories of the birth place of our Independence—thoughts of the most historic spot in our country. We are satisfied that inducements offered by other sections of our country will receive slight consideration when our way is clear to bid you come. Now let me advise you who was selected to conduct the affairs of Division 413. It is the unanimous opinion that no mistake was made in the following choice: G. A. Silsbee, C.C.; J. H. Parant, A. C. C.; Royal Beal, S. and T.; Henry Hughes, S. C.; L. C. Prescott, J. C.; G. L.

Gilman, I. S.; Thomas Smithers, O. S.; Finance Committee, Charles Bedell, Walter Pease, C. J. Willard; Legislative Committee, J. H. McDonald; a committee of adjustment comprising fifteen from five Divisions of the B. & M. system. The proceedings were conducted in a manner which reflected great credit upon the executive ability of Brother Wilkins. It added tone and dignity to the standing of our Order. His remarks, highly impressive and full of instruction, brought back to the minds of those who have been associated with the organization for a generation, the importance of their duty. He impressed upon the newly made members the duties and responsibilities incumbent upon them in the fulfillment of their obligations. The earnest attention Brother Wilkins received during his address was so marked that there can be no question as to its salutary effect.

I trust the Almighty will inspire our officers with wisdom and all our members with unity of purpose, and that His benediction may constantly rest upon Bay State Division No. 413. Success.

Boston, Mass.



Editor Railway Conductor:

We will excuse our regular correspondent of Division 335 for not showing up in the columns of our CONDUCTOR, as the past four months has been our busy time. In addition to our regular passenger and freight business, which is always good, we have just completed another successful season of mountain pleasure travel, for which New Hampshire is world famous. Having been located during the past summer up in the mountainous part of the Granite State, I hardly know what our Brothers farther down the valley have been doing. Our mountain travel, while not quite up to last season, has been unusually good. Tourists from all parts of the world have visited us. The ancient name of New Hampshire, or of the old province which compose it, was Laconia, so-called by reason of the great lakes therein. It was enfeoffed to Capt. John Mason with Sir Ferdinando Gorges, Kt. (1629). The air is pure and wholesome, the country pleasant, having high hills and mountains, full of goodly forests and fair valleys and plains of fruitful corn, vines, nuts, and infinite sort of fruits; large rivers, environed with goodly meadows, plenty of timber. Here among its spruce and piney woods and lakes, the climate furnishes health to the tourist and sport to the fisherman and hunter—trout and deer both being plenty in their season. An act of the General Assembly in 1704, made it the duty of every householder to provide one good pair of snow shoes and moccasins and to replace and repair the same, to better enable them to pursue the enemy in winter. The Granite Commonwealth has been described as a good place to emigrate from, and perhaps no state in the union retains so few of its enterprising sons on the homesteads among the hills; but it may also be safely said that no other state has more reason to be proud of the sons and daughters sent forth to the world, and no spot to the absent looked back to with more of affection and love. Concord, situated in the central part of the state, is our capital, and by which ever way it is approached from the south is along the banks of the

fair Merrimac, preeminently the river of uses—subservient to almost every industry. Rising in sources more than five thousand feet above the sea level, Pemigewasset and Winnepesaukee unite at Franklin, forming the Merrimac. The Winnepesaukee is the outlet of the great lake and the water power companies of the cities below have wisely provided artificial means to retain in this great natural reservoir a reserve of power in time of drouth. As its sources are more varied, so are its uses more manifold than any stream of its extent and volume in the world. Gathered from infant streams, born in the placid ponds of the Franconia Valley and high up on the summit of Mount Willey, and receiving waters from the outlets of Winnepesaukee, Squam and Newfound lakes, from the slopes of distant Monadnock and Kearsarge, through the Contoocook, Blackwater and tributaries, and farther down, from the outlet of Massabesic, the Suncook, Souhegan, Nashua, Concord and Shawsheen rivers, it discharges into the Atlantic, after its broken and busy flow of two hundred and sixty miles by its course. Lowell, Nashua, Manchester and Lawrence are the chief manufacturing centers utilizing its power, with a host of smaller towns upon its banks and tributaries. The route to the White and Franconia mountains from Boston has the advantage of picturesque scenery, while speed and safety are attained by making use of first-class rolling stock and of all the modern appliances and conveniences of railway travel. Perhaps no other section of the White and Franconia mountains excites the curiosity of visitors more than the "Old Man of



"OLD MAN OF THE MOUNTAIN."

the Mountain" in the Franconia Notch, this bold combination of rocky masses forming that wonderful imitation of the outlines of the human face. The granite face stands out on the crest of Cannon Mountain, fifteen hundred feet above the surface of Profile Lake, looking out from its rocky throne.

insensible to passion, pleasure or pain. At the base of Cannon Mountain, directly beneath the overhanging portrait of the "Old Man," is a beautiful sheet of water called Profile Lake. Fanciful names have been bestowed upon it, as the "Old Man's Mirror" and "Old Man's Washbowl," but however named, or if nameless, it is one of the gems in the gallery of mountain pictures in this section of the country. There are countless other attractions in different sections of our state that equally interest the tourist, but time and space forbid further description. Come up, faraway Brothers and we will show you around and give you the key to our Old Granite State. H. W. H. Concord, N. H.



#### Editor Railway Conductor:

Our social in June was of the highest order and greatly enjoyed by the many who witnessed it. This was a very interesting little gathering and they regretted the approach of the midnight hour. We were pleased to have Brother L. E. Sheppard, our G. J. C., present. Four candidates were initiated, which swelled our membership to forty-two in number. Prospects are brighter with us than ever and our officers are using every effort to make this a prosperous year and to let 1902 find us with fifty staunch members.

Much in regard to seniority and merit has been said through the columns of our journal of late. Some seem to think promotion should obtain through seniority, while others think it should be the reward of merit. I cannot say which is the better, as here we obtain our promotion by seniority only, and we feel that we were born under a lucky star. I am under the impression if promotion were obtained by merit it would be favoritism in disguise, which would prove very unsatisfactory to all. [Merit cannot be disguised. When the cloak of favoritism is thrown around a dummy, dubbed merit, the deception is too transparent to fool anybody.—Ed.] The C. & O. is a prosperous road and is getting good results. I do not see how merit could improve on seniority here, unless it can run twenty-two through freights, six local freights and four passenger trains on single track of one district and have no detention. If it can do this, seniority might make it room here. The most important thing for adjustment, according to my way of thinking, is the age limit. It is all right for railroads to employ inexperienced men between twenty-one and twenty-five years of age when there are no experienced men available. The experienced man should have preference, regardless of age, and not be debarred as long as he is capable of doing the service required. I do not think it right for us to be deprived of our vocation after many weary years of toil, fitting ourselves to do good services. I have heard it said if a man has industry and get up about him he can work at something else. I will admit a man with a surplus of energy and will-power can accomplish much, but if a lawyer, doctor or preacher are called to do work outside their professions they would not make a successful cobbler, sawyer or planter. Suppose all business enterprises were based on the same principle as the railroads, employing none over twenty-five years of age. What would we do? Nothing but side-

track for those who are younger. At the next meeting of our Grand Division I sincerely hope the delegates will have this subject on their brain, if not, have a notation of it in one of their seventeen pockets and do all they can to abolish the age limit. Business on the C. & O. is better than it has ever been. The passenger trains between Brems and Lynchburg and between Lynchburg and Clifton Forge, which were convenient and much appreciated by the traveling public, have been taken off for the winter. If all of our trains could get over the road as well as the manifest trains we would never have a candidate for the Old Conductors' Home. Our road-bed is in first-class condition. We have ten G-3 engines added to our district in addition to our F-10's, and we are hauling from 2500 to 3000 tons in each train east. About fifteen firemen have been promoted to engineers. A great many firemen and brakemen have been employed here recently, and if business continues to increase a double track will be necessary. We are glad to see our last promoted conductors making good time; at the present rate it will not be long before they will be eligible for the O. R. C. and their ages will not prevent them taking a policy for more than a thousand dollars if desired.

P. A. MCDANIEL.

Clifton Forge, Va.



#### Editor Railway Conductor:

Picking up an old CONDUCTOR of the year 1899 recently, we re-read an article signed Mox, Harrisburg, Pa. We would judge from the trend of his interesting letter that he is just what he advises all the conductors to be, a man who is master of all his work, and one who has complete control of the entire train from the tip of the pilot to the extreme farthest end of the knuckle in the rear end of the caboose. This all reads nice, and when one can close his eyes in his palatial (?) caboose when lying in perfect composure upon an old cushion with about eight hog hairs in it, and imagines these things he feels that the dignity of his office is enhanced wonderfully, but "all is not gold that glitters." We have no desire to speak disparagingly of his ideas, for they are all right, and where it is possible to control every movement of men, or to know that the general aim of your men is to do the work just as they think would please you, or in a way that they would do it, if being done for themselves, there is certainly a satisfaction in running a train, and many of its terrors vanish. However, some conductors are imbued with a spirit of independence in the running of their trains that is carried to extremes. We have the smooth conductor, who is never boisterous, who does his work in a quiet, unassuming way, whose men go right ahead with the work, without any confusion, and he seems to float along upon flowery beds of ease. He is generally about on time, and everything seems to come his way. Of course, he may slide by a car occasionally if it will lay him out to pick it up, or he may steal six or seven minutes at a telegraph office in order to show up running time, when going against some superior train; he may fudge a little on station switching, but he generally has a train that the engineer can dance along, and they love to pull him and the brakemen are stuck on him. His idea of time card



rules and bulletin notices are all right, but he is not overburdened with conscientious scruples and he would rather chance getting "jacked up" from the office than to carry out the literal meaning of all this red tape business. He is generally an old wheel horse and some of his shortcomings are secretly referred to by the others and it is apparent that even officials just wink the other eye when come up certain matters and the smooth man makes a good record. He is pointed to as a model and this reminds us of a question asked by the train master of a near by road, of a brakeman. He said to him: "Don't you think you ought to be proud of your conductor for making so little overtime this month?"—A case of where the conductor did it all.

We have the conductor who can't trust his men; the one who always rides on the engine and especially when a passenger train is about due in the rear. The one who always waits in the caboose until the train stops and then walks over. We have the one who sees every switch closed and the one who don't see any. We have the loud boisterous one, who gives all of his orders in no mistaken tone of voice and does this generally in the presence of as large a crowd as he can get in the midst of and is never slow to let all his hearers know that "I am running this train!" We have the conductor who worries, from the time that he starts out until he registers in, and the one who don't give a — whether we get in tonight or not. The latter is always the happiest—never has nerve trouble or dyspepsia, and has been known to live to a good old age, while the former generally meet somebody or somebody punches him, and he blows out of the country, a victim of his own over-zealousness. Although the list might be extended indefinitely and a list of brakemen, similarly equipped, could be named. We will name but one more at this time and he is the company's conductor. Nobody loves him, but his wife. He is pointed out by all of the boys and while his regular men can stand him, he is dreaded by the extra men that have been on with an easy man. And the engineer—well he says: "We never will get in now." There didn't used to be very many of them way back in the 70's, but they are falling in line now, one by one. They are still disliked, but time, the healer of all worldly grief will gradually make the way smoother for them and they will occasionally find a rose planted by one who has gone before.

We will venture to call the Brother from Harrisburg, Pa., a company's man and tell him he should be proud of the name. A man who has earned this sobriquet is generally one that you can tie to in safety. He is generally one who does his work and all of it, not through a sense of duty alone, but because it is a pleasure to be square. He takes the same interest in his train and in his Division work, that he would if he owned it. He feels that it is as much his work as that of the trainmaster's. He does all that he knows ought to be done, whether specifically told to do so or not. If he can help any one else out he always does it, even if it is at a sacrifice, knowing that things generally even up about right in the end. If his engine can pull some additional load more than he had orders to pick up, he takes it. He expects loyalty to himself and to the company, from his men, and he has

a right to demand it, if necessary. He isn't always popular, but he is an earnest hard worker and figures on all the possibilities of his make up for the good of his superior officers, who are as a rule entitled to far more than he gets in way of allegiance of employees. There are two sides to every question and the ones who howl company's man, are generally the ones who feel safe in the guiding direction of that misused weapon upon which they lean, named seniority. They will laugh at one who will strictly conform to all requirements as far as possible and call him a chump. Their motto is "do as little as you can, and never do today, that which can be done tomorrow," for maybe the other fellow will catch it.

It was our pleasure, recently, to meet one of the old O. & M. boys, named Dow Rich, who is now working with the C. & V., in yard, at Cincinnati. Also Brother Dick Hinton, who is running extra passenger on St. Louis Division of the Southern. They among many more of the old boys, now gone, were here when the O. & M. were all wool and a yard wide; good old times, the memory of which will always be a bright particular spot to look back upon, however checkered our career may be in the future.

Seymour, Ind.

C. W. M.

#### Editor Railway Conductor:

Again are we reminded that another month has passed by the appearance of THE CONDUCTOR with its many different topics. Well, Brothers, in a few days we will be called upon to elect officers; not because we are dissatisfied with the ones we have at present, but because we are compelled to do so by the rules of the Order. Now, Brothers, be careful whom you select to fill the chairs, for remember that upon our officers rests the responsibility of the success of our Order. Good officers and good members make good meetings.

John Dolan placed himself in the care of the conductors Sunday, Oct. 20. Johnny will make a good member. We have one more eligible case pending for the near future. I wish it could be impressed upon all men in the same branch of railway service the importance it would be to them and others, and what advantages they would derive if they joined the different orders. There are many reasons why they should join, but no reason can be offered why they should not join. That self-preservation is the first law of nature, few, if any, will deny; and no one, unless he be an idiot or a fool, intentionally puts himself in danger of losing life or limb; but unfortunately for mankind, and men of our calling in particular, no matter how careful and cautious a person maybe, he cannot avoid the results of accident. And how often accidents occur—sometimes from the slightest and most unforeseen cause. There is just this difference between the wise and the unwise man. The one takes time by the forelock and provides for himself and family against the day of disaster; the other waits until it is too late and he becomes a burden to himself, and oftentimes upon those whom, although they do not complain, feel that their own burdens are as much as they can stand. It is a duty as well as a privilege to belong to some of the orders. No man cares to live on charity. Can the thoughts of those who are eating the bread of

others be pleasant when they themselves might have been able to relieve their own or fellow's necessities but for their own neglect? It is a privilege because it is a passport and entry to all good society. Wherever you may be, strangers will not be afraid to introduce you to their friends if you belong to the Order. And why? Because he or they are known to be respected by others, and why not by them? Let every Brother impress upon his fellowmen the advantages of joining at once. Let no man have to say at some future time—too late—Remember that increase of membership increases our advantages, which will increase themselves, I have heard.

A great many remarks are being made in regard to political parties—socialists, democrats and republicans. It is not right to cast reflections upon any party. Take up the dictionary and see what the meaning of words is. Each and every man should have a mind of his own and not allow himself to be subdued by the talk of another. He should gain his knowledge by reading for himself. As we are about to close our dealings with 1901, let the new year bring us new thoughts, new hopes and new ideas.

G. B. M. SEWELL.

Huntington, Ind.

Editor Railway Conductor:

The last time we wrote THE CONDUCTOR, was from Murphysboro, Ills., on our return from St. Paul. In that, we said we were highly pleased with our trip and felt like working hard until time to start to Pittsburgh two years hence. We meant every word of it, but a certain ruling of the officials of the Mobile & Ohio, dated August 15th, not only stopped us from work sooner than we desired, but was so far reaching as to even remove us beyond the extra board. While this sudden change marred our plans and warped our future prospects we feel very fortunate in finding employment that throws us with so fine a lot of men as is to be found on the Mo. Pac. R'y in all departments of the service. Find them well organized and ever ready to assist a "has been" if he appears worthy. We attended a meeting of Division 37 and found the Brothers very much in earnest and harmony prevailing. We had the pleasure of seeing the goat perform at this meeting. Brother A. T. Smith presided in the absence of the Chief Conductor. Secretary Frye was on hand with his usual amount of good sense and dignity. Brothers Grady and Howden were ready to do anything they were told, but seemed more excited than either the goat or the candidate. Brother E. A. Smith, Chief Conductor, Division 137, has been exceedingly kind to us. No fault to find with any one. Brothers Jack Maney and Jack Rumsey, on locals between Osawatimie and Council Grove, have been very nice. Cal Stephens has been a good friend to us and we are sure he will show it in a substantial way as soon as he hears from Chas. Black and Milt Walkingham. If they should fail, we have only to ask C. A. Humphreys to speak the word. We struck Brother F. C. Struck just right and there are no finer men anywhere than Tom Moran and Pete Eitel. Brother Peck has his own ideas about some things and is rather "set in his ways," but Jerry Donovan will fix him. It is said that Jerry is the only man on the system that would dare give him

advice. You ought to take a ride in that caboose of Brother Shaw's. We went over the road with Mike Flannery on his first trip with this car and it kept us busy all the way keeping passengers and packages right end up. We will wager that the best horseman Pawnee Bill has, can't ride this caboose 10 miles at a speed of 25 miles an hour—it is fierce. Brother Debite says it was built especially for Jim Shaw. Guess he is right. There seems to be good prospects here for good men. Business is increasing rapidly and there is promise of heavy work this winter which will call for more crews. It is a good place to work.

C. M. REEVES.

Council Grove, Kans.

Editor Railway Conductor:

Division 148 was not represented through THE CONDUCTOR in September issue on account of excessive business on the C. S. and hard runs. Division 148 had the pleasure of having our newly elected Grand Junior Conductor, Brother Shepard, who was making a tour of the Southern Divisions. I could not be present at the meeting, but was with him a few hours in the afternoon. And on first acquaintance I was very much impressed with his mode. He has a large field to work in and I must say will find it full of shrubbery and hard to clear. One question I would like to ask: Why is it so hard to get the members to attend their Divisions? What honor is it to the Order to have 35 or 40 members of a Division and some of them to my knowledge for the past six months, have never shown their faces in the Division room? Is he a good member, or is he a member and a good one only until he is promoted to a passenger conductor? Or maybe his insurance holds him. How does he know he will get his insurance if he don't attend a meeting once in six months? He doesn't know whether he is justified in paying his dues or not. He cannot say how the Order stands. You find the majority of conductors in this section of the country so long as they are freight conductors they are good members and promoted to passenger then they cease; then I would cease with the Order. One mistake I think has been overlooked at our convention is this: each and every member should pay his dues and assessments to the local Secretary of each Division; then he would be required to attend once a month. If his runs were so he could not attend that would release him. We have them here who stay at home and never attend.

Quite a surprise was given all of the employees on the Q. & C. except those that were getting a monthly salary, in the shape of a five cent raise on the trip. We thank the company very much for the token and only hope they will be able in the near future to give us much more or equivalent to other roads. Brother Chas. Roy, who for the past twelve months has been trainmaster of the Chattanooga Belt, leaves us to accept the Montgomery yards of the A. & W. P. Wish him well and success. Our company (Q. & C.) is making great preparations for the general inspection next month, and I want to say we have the finest road-bed in the country and equipped with block system from Cincinnati to Chattanooga. We have all of the latest improvements.

Brother Griffen, who has been G. Y. M. of the C.

R. & S., has given up that position and accepted a much better position as a passenger conductor of the same road. Business upon the Q. & C. has for the past three or four months been above the average. Our only hope is it will continue to keep so. Brother Waymon's wife and daughter returned home yesterday from a protracted visit in Cincinnati and Covington, Ky.  
OPIE HERRIOTT.  
Chattanooga, Tenn.

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#### Editor Railway Conductor:

It hath been said of old: "The first shall be last and the last first." To us the first article in the September number of THE CONDUCTOR is the best of the entire feast. Brothers, what think ye of the answers given by the conductors' wives in answer to Sister Mac's investigation of "The reasons for non attendance of their husbands at their meetings?" Let us all study them well, and examine our own selves and be profited by those that fit us best and practice the same by being regular attendants at Division meetings, when in our power to do so. Sister Mac, you did well. Come again.

While perusing the many letters in THE CONDUCTOR the fact came to us that you have not heard from Division 141 for lo, these many days. We meet regularly, with a fair attendance at each meeting and enough interest manifested in the routine of business and propositions and suggestions for the good of the Order and Division, that ere we are aware of it from two to four hours have passed before the gavel bids us good-bye, till we meet again. We wish to say to Brother Rankin, of Division 223, that the members of 141 do not expect the Secretary and Chief to form a quorum, as enough and several to spare are always present and on time, even in the scorching summer months. Our Division followed the example of No. 378 (and perhaps many others) in passing resolutions denouncing the assassination of our beloved President, Wm. McKinley, with expressions of sympathy for his bereaved wife and friends. We all mourn the loss of a true friend to labor and laborers.

On the 24th of November our Division will elect their officers for the year 1902. Brothers of our Order, a few meetings more and another year's work will close to enter in the duties of a new year. Comparing the present with the beginning of this year, how do we stand? As Divisions, have we advanced to the high standard of fraternal organization, and as individuals are we stronger in the faith of the fundamental principles of our Order, Perpetual Friendship? If, after self-examination, we find ourselves weighed in the balance and found wanting, will we not redouble our efforts in the remaining days of the year to bring us up to the standard to which we should be? Division 141 was highly entertained by the Sisters of No. 17, L. A. to O. R. C., with a very interesting program and a beautiful feast on the evening of October 19, which was greatly enjoyed and appreciated by all present. Those Brothers who could not attend missed a great treat.

G. M. RIGGIN.

St. Joseph, Mo.

#### Editor Railway Conductor:

October CONDUCTOR just received and carefully read. I note a letter from Brother C. A. Garrard, of Division 207, who chronicles the visit of Brother Sheppard, G. J. C. Brother Garrard failed to mention that the K. C. M. & B. and associated lines have passed under the control of the Frisco system. All members of Division 207 and members of other railway organizations employed on the K. C. M. & B., were in hopes that when the Frisco took control of the K. C. M. & B. and associated lines, there would be an abolishment of the K. C. F. S. & M. hospital association, but in this we were disappointed, because one of the first moves made by the Frisco system was the adoption of the K. C. F. S. & M. hospital association and inserting a new clause calling for a rigid physical examination and extending the distance for hearing a watch tick from 48 to 60 inches. These rules not to apply to employees now in service, but every person employed from now on, must pass the examination required by the hospital association. The question which now presents itself is, "Why did the Frisco system of railways adopt the hospital association?" I think bulletin No. 6, issued by the Auditor, of the K. C. F. S. & M. hospital association, June 5, 1901, showing the financial condition of same and from what source the funds are received, the expenses incurred and the cash surplus on hand, will answer the question fully.

Below are some figures taken from said bulletin:  
RECEIPTS FOR SIX MONTHS, ENDING APRIL 30TH:  
From members.....\$16,353.30  
From K. C. F. S. & M. R. R. Co. and associated companies.....250.00  
From interest on temporary investments.....117.50

Total Revenue, \$16,720.80

#### EXPENSES FOR SAID SIX MONTHS:

Physicians and Surgeons.....	\$ 3,972.25
Hospital Expenses.....	4,012.50
Nursing, Other than Hospital.....	616.00
Medical and Surgical Supplies.....	881.37
Stable Expenses.....	503.90
Stationery and Printing.....	45.51
Repairs, Buildings.....	534.17
Taxes.....	6.00
Funeral Expenses.....	477.80
Rents.....	276.00
General Expenses.....	315.00

Total Expenses, \$11,640.50

Surplus for Said Six Months.....\$ 5,080.30  
Surplus Previous to This Six Months.....12,900.80

Total Surplus on Hand, April 30th, 1901. \$17,981.16

It will be seen by these figures that the employees pay to the support of the hospital \$1,712.80 more than the total expenses incurred by the hospital association. This does not include the \$117.50 shown as temporary interest, which I consider in interest on employee money. Brothers, I will ask all of you this question. 'Before the adoption of what is known as the Employees' Hospital Association by the principal railroad companies who paid the expenses incurred by the injury to passengers and railway employees?' I will say the rail-

road companies did, but now the employes of said railroads are paying these expenses. Am I right? I will say in behalf of Division 207, O. R. C., that we want the total abolishment of the hospital association and that we took a vote on the abolishment of same and said vote was unanimous, and that this matter will be placed in the hands of the General Committee for the Frisco system for 1902. We believe if we can secure the abolishment of the hospital association, these rigid physical examinations and the age limit, will be reduced to a reasonable standard, because it is our opinion that the surgeons and physicians whom we are supporting, are the instigators of these rigid physical examinations, and we further believe if all the hospital associations could be abolished, there would be less good and competent men out of employment—men who are now just as able and competent to perform the duties required of men in train service, as they were ten years ago. And should be more competent now on account of the improvements made in rolling stock and equipments, which require less exertion and reduce the hardships which were in existence ten years ago. I was informed that a certain conductor running out of St. Louis on the Frisco, said "that he did not care whether the Frisco adopted the hospital association or not, as it would not affect him, because the old employes would not be required to pass the examination required by said association. Several months ago I was in conversation with a conductor employed on the K. C., F. S. & M. R. R., regarding the abolishment of the hospital association and was told that he was opposed to the abolishment, saying if it were abolished he would have to contribute more money to help some disabled railroad man, than that he now pays to the hospital. It is to be hoped that all the conductors on the Frisco system do not have the same opinion. These two conductors certainly did not think what effect the hospital association and its rules had on their Brother conductors seeking employment, neither did they think that a few years hence, when they pass the age limit, that they may be looking for a position, they will then realize what the hospital means, as all the principal roads are adopting same. Brothers, stop and consider this matter carefully and vote with us and instruct your representative to vote and work for the abolishment of the hospital association. Then there will not be so many old employes going to the Home, as some of them could earn enough in a few years to keep them from the Home.

I take pleasure in referring to Brother Milton G. Pumphrey's letter in September journal and fully agree with him in saying, pay the old and disabled conductor a pension and let him stay at home and enjoy some of the money his dear old wife deprived herself of by paying the old man's assessments that they may live together in their old home until the supreme conductor asks them to make their last run across the Dark Valley and register in the beautiful beyond.

Business is not as good as it was a year ago. Have 13 extra conductors, some of whom have gone back to braking. Business conditions on all roads and chances for employment should be given by all correspondents, as is given by R. O. C. Coorpendor, in October journal. "HOSPITAL."

Amory, Miss.

#### Editor Railway Conductor:

In reading the October issue of *THE CONDUCTOR* two articles in the Fraternal, one by "Merit," of Sedan, Ind., and the other by J. A. Keith, of Des Moines, caused me to stop and reflect. "Lest we forget, lest we forget." My mind averted back to the session of the Grand Division in 1894 and 1895, when the subject of "The Monthly" was before the house in the report of Brother Daniels, the Grand Secretary. Quoting from Harper's—"In many ways a magazine simulates the operations of Nature. It is born, and it grows. It occupies a special field. It started with a definite scheme, and is backed by abundant material and intellectual resources (and we trust will succeed). There must be (and there was) an imperative call for it in the conditions attending its birth, so that its emergence seems spontaneous. It must in itself have the power of creative life. No solicited contribution has quite the value of one prepared by a writer of his own notion. There can indeed be nothing arbitrary in the conduct of a magazine. It is a popular institution engaging the earnest attention and interest not only of those directly concerned in its management, but of a large silent, yet commanding constituency. All counsels and suggestions from whatever source are not only heeded but gratefully received." Those of us who in Grand Division nourished it and supported it, felt its need. Our main purpose was to educate the conductors who were O. R. C. We knew it was the means of reaching a great many non-attendants. I am sorry that at present it is so great a class. Like Brother "Merit" we claim "it has enlightened the minds of our conductors and broadened the sphere of their usefulness." Brother Keith asks thirteen questions. We have an element in our ranks who consider *THE CONDUCTOR* of no earthly account, only for self-praise—a jolly—to see one's thoughts in print, to roast somebody, to report some ball, to tell what a nice fellow some official or some Brother is, etc., all of which is spice thrown in, but, Brothers, we have a higher, a nobler view in defense of our monthly—not to jolly or censure, not to make a job for some Brother to draw a salary, but to educate our fellow conductors. To make better conductors of them—better citizens. A little fiction is good, and here comes to me the words of John Ruskin: "There are books of the hour, and books of all time." So there are writings of the hour and writings of all time; we need both. The air-brake instruction is certainly very beneficial. *The Fraternal* department is certainly the magic mirror which reflects the whole procession. Some scenes which we look upon we dislike, especially those which produce hard feelings among our members. There are words produced for us to peruse that it were better they had never been written (some of them from Cincinnati, O.) There are subjects in which we, as a class, are strictly interested; that the columns of *THE CONDUCTOR* are our only means of getting at our members. Measures affecting our organization, policies and sometimes plans, can but be brought out through its columns. Measures and policies affecting our national existence can in an unpartisan manner be debated in columns to the advantage of us all, and at the

same time afford intellectual food for our brains outside of tons, cars, fares, orders, rules, etc., which become monotonous in our everyday lives. Only today, as I sit nursing an injury received, I picked up a copy of Wilshire's Challenge, and for the benefit of some of our literateurs I would like to see some comments upon. I know Veritas will say, I told you so. Yet I trust the quotations will find many a Brother who will see in them food for thought and subjects on which to wield his pen. Wilshire says: "The government takes over a thousand of miles of railways every year when they go bankrupt and a government receiver is appointed, yet nobody gets hurt. Will the government appoint a receiver that is permanent instead of a temporary one unless some new party is at the helm? Is there to be a revolution in industry? Will the autocratic control of our industries lie in the hands of Messrs. Morgan and Rockefeller on the democratic control of all the people? The theory of socialism is based upon the hypothesis that the change from private ownership to public ownership is inevitable." I do not think that any selected body of workmen if made owners and managers of private industries—commonly called trusts—would be able to do very much good toward improving conditions. Our socialistic-inclined Brothers will say it is the industrial system that is to blame, or lies at fault, more than the Morgans. I use the term Morgans as referring to capital centralized. By the laws of business Morgan must get his raw materials, such as iron, coal, transportation and labor, at the lowest cost in order to compete with other parties who are in the market. If the market—which is getting to be the whole world—is taken into consideration a broader view must be taken by our legislators than if the market be confined to what is commonly called the home market, or the United States. This country is surely producing a surplus, not only in agricultural products, but in manufactured products far in excess of home demands. While Mr. Morgan endeavors to get his raw materials at the lowest cost, including labor, so does the laboring man endeavor to get as much food and leisure as he can in exchange for his labor. Here lies the irrepressible conflict of labor and capital that can never be settled by any arbitration treaty. If the laboring man got all his labor produced, would he be satisfied with industrial conditions? This will never happen until he owns the machinery of production, and the only feasible plan for that would be by national ownership. Here is where our socialists get their motto, "Let the nation own the trusts." In the near future the problem of the unemployed will meet our legislators for consideration. Men have found employment in two great channels; first, in the creating and operating of machinery to produce consumables, such as coal, oil, flour, sugar, etc.; second, in the operation of machinery to produce more machinery—locomotives, railways, oil refineries, etc. In this second class we conductors find ourselves directly interested. The demand for new machinery is about satisfied. The fact that trusts exist is proof of it. They propose to see that further production is prevented, and its curtailment has become an absolute necessity. Now, the question arises, how

are the thousands of men who have been making such machinery going to find employment? As a means of curtailing, the trusts close a mill here, for awhile, and then one there, for awhile, thus avoiding a menace to the business world. Taking a pessimistic view, what next? Will a system of distribution that gives to the producers all they produce solve the problem? Wages are determined by a competitive method, it is not according to what the individual produces, but at what price the employer can get some other man to take the job. According to the amount of men out of employment who are only too willing to take any wage that will keep soul and body together, just so far from a minimum amount will the scale of wages be from such an amount as will keep a man alive. Thus the capitalist cannot give the laborer what he produces, nor can the laborer demand it. Thus a surplus is produced, and the capitalist cannot give it to the laborer in the way of increased wages under the competitive system of wages. An exception to this is the case of the gentleman in Fall River in the cotton industry who went into the market, bought the surplus and gave his employes a 5 or 10 per cent raise. It remains to be seen how he comes out. The co-operative plan, like the Proctor & Gamble ivory soap works, is one solution of taking care of this surplus. The majority of our capitalists, to get rid of this surplus, have two ways; one is to turn it into new machinery, and the other into more luxuries for his own consumption. New machinery means more employment but a lower wage scale. The first is "forninst" the turning of the surplus into new machinery, and that forces the surplus to be turned into an increased supply of luxuries for the rich. The rich have already gone to their limit in devising ways of spending their money on luxuries and no greatly increased demand for labor or goods is produced. To a pessimist this magnifies the importance of the great future problem—the unemployed. The solution of this problem is the conception of the socialistic party. Would I prophecy aright if I say when she finds a Bismarck, a Gladstone, a Blaine or a Jefferson to espouse her cause she will start a wave of reform that will sweep not only our country but the whole civilized, industrial world. The tenets of the socialistic parties, while they have their conception in a socialistic view of affairs, yet as to how far they are pessimistic I feel unable to state. The senator from New Hampshire expressed recently some very broad ideas, and way in advance of any of our public men in reference to the American laborer. He will bear watching this winter. Governments are made for the protection of life and property. That has been the fundamental principle underlying, ever since history has been. Socialism would change it to mean ownership of life and property. I am not quite ready to accept the substitute. It is not parties that we need at present as it is men such as we read about, when we read such an oration as was delivered by Geo. W. Deane on "The men to make a state." When such a spirit as is found in the book of books, exemplified by "He who died on Calvary," the love of humanity rather than that of the almighty dollar—a leader for this whole territorial globe—when the man

endowed with this spirit and the statesmanship of our greatest men takes hold of socialism then, and not until then, can I see my way clear to adopt it. I trust our American congress will develop some great leader who will make optimists of our pessimists and make the American people satisfied.

"MURAT."

Covington, Ky.



Editor Railway Conductor:

In reading THE CONDUCTOR from month to month I have often been disappointed in seeing so little from Division 264. I was just thinking of making an inquiry if some Brother would look on the map of the United States and find out just where Raleigh, N. C., was, but to my joyful surprise I received a letter from our good Brother W. W. Newman, Secretary, announcing a special meeting Wednesday, Nov. 6, to entertain our Grand Junior Conductor. I regret very much that I cannot attend on account of a little accident a few days ago, in which I received an injury, getting my right leg hurt.

Division 264 is in a very prosperous condition, taking in quite a number of new members recently and others coming. Brother J. T. Alderman, our general chairman for the Seaboard Air Line R'y., has been doing some work preparing a schedule for the conductors. From the last advice he was advancing as nicely as could be expected, as the S. A. L. R'y. has never had a schedule for its conductors.

We are now under a new management, who both general and local, are gentlemen who are acquainted with contracts between railroad companies and employees. We feel sure of getting a hearing with nice treatment and good results from our general officers. We have good friends in our local officers to help us on our way.

Mr. C. H. Hix, our new superintendent on the first division, is very much liked by all his employees. Our new trainmaster, Mr. W. R. Hudson, we have not had time to get acquainted with as yet, but have every reason to believe he is a good man. Mr. LeHew, our chief dispatcher is just one of the best fellows you ever met. He is firm in business, but good to the men.

We are looking forward to have a good time on Sunday, Nov. 10, which has been set for election of officers in Division 264. Wish some of you good Brethren in the Grand Office could be present and give us a good, enthusiastic speech and make it a grand day with Division 264, yet we will not complain, we always have a good time, and as this is on the eve of Thanksgiving Day, Brother W. W. Newman, I am sure, will prepare a good program that will make us all thankful.

Brother Welch's letter with suggestions from Brother John Dwyer, I feel with good consideration from all the Brothers of all Divisions all over this vast United States, Mexico and Canada, that Washington, D. C., the great center of this country, is the place for the Grand Division of the Order of Railway Conductors, and that all might rejoice to see our Grand Officers within center reach of all Divisions over this broad land of ours. May God grant the meeting of the Grand Division at Pittsburg, Pa. in 1903 may be cheered with ten thousand voices with gladness in Divisions all

over this grand old United States that a large majority vote will be cast locating the Grand Division of the Order of Railway Conductors in Washington, D. C. Being of the O. R. C. fifteen years I feel very much interested in her welfare.

Raleigh, N. C.

E. T. M.



Editor Railway Conductor:

We hardly expected to get our "bray" in this issue, but as we have not brayed for some time, it seems that considerable speculation as to whether we have gone off the earth or out of business has been going the rounds, which a guilty conscience says calls for an explanation, owing to our being the person appointed to look after the duties of correspondent, we must say that Division 144 has a kick coming at our negligence, but although our intentions have been the very best, circumstances seems to have prevented our writing at the proper time. But, however, our delayed report is quite lengthy, and to avoid tiring your readers, will cut off here and set out part of it and pick up later on.

We were on a vacation in August and took a trip over the D. & R. G. to Salida, Gunnison, Glenwood Springs and vicinity, hoping to have a good time fishing, camping, etc., but were disappointed somewhat on account of heavy rains, resulting in muddy streams and our not being able to convince the beautiful speckled fry that there could be but one best bait, and that was on our hook, but they shook their tails and said "nit." Our physical condition was also out, or on a strike, which didn't improve matters much, so we returned September 1st, feeling as though we had bet on the wrong dog, and when we saw a friend to whom we had promised a mess—and there were so many—we would wonder what kind of a story to tell him, and as perhaps half a dozen more of our friends appeared with those ancientold questions of "Where is yer game?" "Where's mine?" etc., popping in our ears, would make a quiet exit hoping to avoid attracting any more attention, and thinking in some cases a fellow is better off without so many friends.

At Glenwood Springs we met Brothers John Larson and Tom Lyman of the D. & R. G., with their families on No. 2, returning to their homes in Denver. Brother Larson and family have been on quite an extended trip through Oregon and Washington, and it was not long before we had a squatters' claim on adjoining seats and John was soon relating many interesting incidents of his trip. Tom had only been to Glenwood on a short trip, and being of a quiet disposition we did not get much information from him, but Brother Larson being one of our old classmates on the top side of a freight train in '82 and '83, soon got warmed up to "railroadin' in them days," and related his experience from the time he came from Sweden to the time he was caught in a steel trap in a slough near Golden, and after making his escape fled an application for brakeman on the old C. C. narrow gauge, which was accepted, and he says when he looks back and thinks of the first trip he made with white yarn stockings, low cut shoes and high cut pants, he thinks he would like to have some of the cons that used to read the hop, skip and jump clause till he couldn't sleep at night, braking for



him now so he might tell them where the crossin' was blocked. After eating a nice lunch prepared by Mr. and Mrs. Larson, we talked a whole lot more, admired the beautiful scenery along the line until Salida was reached, where we stopped off after bidding them farewell, and spent a day or two in that lively railroad town, where retail liquor joints seem to form the larger part of the business portion of this little burg, whose proprietors eagerly look forward to pay day on the Grande. Many of the boys, we found, had good jobs out of Salida, Minturn and Gunnison, although many have been there so long they do not realize how well off they are with their short trains compared to some of our Brothers on other lines, where a conductor gets humpnecked, humpbacked and red, green and white headed from writing down car numbers and figuring up his tonnage, while brakemen walk in their sleep from force of habit. The mountain trainmen all look fat, smiling, saucy and well fed, while many of our valley friends show the scars of battle in the way of drooping forms, gray hairs and wrinkled faces incident to long hours, overwork and worry.

The beet sugar industry is having a great boom in the vicinity of Loveland and Greeley, which will greatly increase local freight business on the C. & S. and Union Pacific in the region of these two points, and any of the boys who have ever worked on either of these roads must not expect to find any snaps here if they are looking for office, for indications look like speed moving won't be in it.

Well, to return to the cause of delay. We came back to Denver, spent a few days with friends and returned to work September 7th; worked until the 17th, when again our old trouble sidetracked us and the doctor said if we cared to inhabit this earth any longer we would have to undergo a very dangerous surgical operation, and we told him it had surely come to a show down, so took our medicine and went to St. Joseph's hospital September 19th and spent nearly five weeks, and as yet are unfit for duty. The complaint is one that dates from childhood, and since the cause is removed we hope to be healthier and happier for a few sleeps more at least. If we had time and room we would like to tell your readers in our simple, foolish way of the many strange things one sees and hears in a hospital, and while death at all times lurks near one sees and hears things that will make them sad and something else will make them laugh the next moment, and we laughed harder in the worst stage of the game than for many moons before. Among the patients were people of many nationalities, and some that could not speak a word of English, and it was about like telling a Chinaman how to make a jerk or flying switch as for the nurses to tell some of these people the rules of order. The nurse would always talk as though the foreigner was deaf. Then some of the fever patients in their delirious state, would sing and talk for hours and the Swede and Italian sounded laughable to one not educated in their

language, and especially about midnight when a native of Sweden would break the silence with what sounded to us like a Methodist hymn.

We know many will think the writer a heartless wretch to even think of laughter at a place where so much sickness and sorrow abounds, but our motto has always been: If you can see anything to laugh at about me, crack away at any and all times.

We were treated very nicely by all and feel that we are under lifelong obligations to Division 44 and its members, and especially to Brothers Lou Pierce, Jimmy Greiner and Dr. Lyman for their quick action in getting yours truly to the hospital and medical aid. The fried chicken, dainty jellies, flowers and reading matter from Sisters Hinkley, Ogden and Holbrook were surely enjoyed and appreciated.

Brother Billy Ogden was laid up with a severe attack of gall stone about the 1st of October, Brother Jim Greiner also suffered a severe sprain of the wrist about that time, detaining him from duty, but both are at it again. Brother Lou Pierce took a vacation the latter part of October, and paid a visit to the scenes of early days in the east. Brother George Burrows, an old South Park veteran for the past sixteen years, said his wife was about to apply for a divorce as he had been an O. R. C. for years and his name had never appeared in THE CONDUCTOR. He is like many more of our quiet Brothers—does not come around to let us know whether he has pulled out a Miller hook or broken a Janney knuckle, and therefore we cannot advertise unless we have the goods, but would be glad to give any and all of the boys a turn over, and would be very thankful if they would tell or write us a little outline of happenings on the road that we might let the friends of our Brothers know their whereabouts and doings. Did not see you, George, while up the Park in August, but saw Brothers Tony Schmidt, Frank Smith and Tommy St. John putting their earmark in South Park tourist tickets. Your correspondent is in possession of facts that would lead one to believe he has a near neighbor who owes an excuse on delay report to her Division, but would not expose correspondent of Division 23 or have said writer know to whom we allude, Brother C. W. M. we read your letter and inquiry as to our whereabouts.

Well, boys, our annual elation isn't many car lengths distant, so pull for the shore, boys, and pull for the best men, whether they have a pull or not.

Our absence from Division room of late plainly tells us we don't know beans about the working of the Division, but from the history of Division 44 in the past we don't think said Division would be benefited by any change in our official staff, as let well enough alone has always proven a good adage and we think Brother Clark, our Chief, and staff, who have nursed Division 44 in darkness and in light, will do to tie to.

HOT TAMALES.

Denver, Colo.



## LEGAL DECISIONS OF INTEREST TO RAILWAY MEN.

Prepared for THE RAILWAY CONDUCTOR by Andrews & Murdoch, Berrien Springs, Michigan.

### *Injuries to Passengers Alighting From Trains.*

A judgment in favor of Mrs. C. E. Murray for injuries received while alighting from a train of the Georgia, Southern & Florida R'y. Co. has been reversed by the supreme court of Georgia, 39 S. E. Rep., 427. Mrs. Murray was a passenger on the train and when paying her fare to the conductor had stated that she desired to leave the train at a point near the limits of the city of Macon, known as "Junction," which is a place where the road connects with another road. The conductor agreed to stop the train at that point for her to get off. When at a point about three hundred feet from the "Junction" the train stopped momentarily to allow time for a switch to be set. Mrs. Murray, thinking the stop was for her, attempted to get off, carrying a small child in her arms. Before alighting, the train started up and she was thrown off by the jerk, receiving injuries for which she sued. The supreme court held that the injuries she received were the result of her own negligence or mistake in attempting to alight from the train before it reached the point at which the conductor had agreed to stop to let her off and that she could not recover damages against the railroad company therefor.

Another recent case in which the question of liability of a railroad for injuries received by a passenger in alighting from a train is that of Cooper vs. Georgia, Carolina & Northern Railway Co., 39 S. E. Rep., 543. Cooper had requested to be let off at Whitmire. Just before reaching the station the conductor of the train came to Cooper and told him to get

ready and get off. As the train slowed Cooper followed the conductor out and stood with him on the platform as the train passed the station. Instead of coming to a stop when they reached the station the train began to go faster and Cooper jumped off, receiving injuries which necessitated the amputation of a leg. Cooper secured a judgment for \$1,500 in the lower court and this judgment was sustained by the supreme court.

### *Speed Within City Limits.*

Violation of municipal ordinances regulating speed of trains within corporate limits is held in many courts to be negligence, as a matter of law, requiring no other proof to establish negligence of the company in suits for personal injuries from being struck by trains. "The better and more generally accepted rule," says the supreme court of North Carolina, 39 S. E. Rep., 732, "is that such an act on the part of the railroad is always to be considered by the jury as at least a circumstance from which negligence may be inferred, in determining whether the company was or was not guilty of negligence." The action arose out of injuries received by a person, resulting in his death, from being run into by a train of the Atlantic Coast Line Railroad in the city of Wilson, North Carolina. An ordinance of the city made it unlawful to run trains at a speed greater than ten miles an hour within the city limits. At the time of the accident the train had slowed down to less than the statutory limit but had been running at a much greater speed just prior thereto. On this phase of the question the court held that the object of the ordinance was to limit the

speed of the train within the corporation so that it would be at all times within the control of the engineer, so as to enable him to stop in time to prevent accidents after he discovers the danger. The case was sent back to the lower court for a new trial.

*Suspension from Fraternal Order for Failure to Pay Assessments.*

The laws of the Grand Lodge A. O. U. W. of California, provide that the certificate of a member who fails to pay his assessment within a certain limited time shall by the fact of such non-payment stand suspended without action on the part of the lodge or any officer. They also provide that a member in arrears more than three months shall be re-examined by the medical examiner and shall pay all assessments to which he would be liable if he had not been suspended and requires a vote for his reinstatement by his lodge to be had before reinstatement. A member named Marshall, after he became more than three months in arrears, paid his back dues and his local lodge, without requiring the prescribed medical examination voted to reinstate him. The grand lodge of the order refused to receive the money or recognize Marshall as a member on account of his failure to take the required examination; and it directed the local lodge to return him his money. While money was still in the hands of the local lodge and without having taken the required examination, Marshall died. The lodge tendered the money to his widow but she refused to accept it and brought suit on his certificate. The supreme court of the state, 66 Pac. Rep., 25, held that fraternal orders similar to the A. O. U. W. being excepted from the general insurance laws of the state, the law of the organization providing for immediate suspension of a member on his failure to pay assessments within the specified time limit is valid and no act of the lodge or any officer thereof is necessary to effect such suspension. Marshall having been suspended for more than three months was not entitled to reinstatement

without having complied with the requirement that he submit to a medical examination, and the action of the local lodge in accepting his money and voting his reinstatement without such examination having been promptly repudiated by the grand lodge was not binding on the latter and his beneficiary could not recover on his certificate.

*Assaults on Passengers.*

"There appears to be some divergence of opinion as to a common carrier's liability for an assault committed by its agent on a passenger when the agent is acting beyond the scope of his employment." Of course the law is well settled that for torts committed by such agents or employes upon persons who are not passengers the employer is not liable, unless acting in the line of duty imposed by the employment; as where a conductor of a train, being under a duty to the railway company and having authority to eject persons not entitled to carriage, commits out of his own malice and personal ill will toward such person an unnecessary assault in ejecting him from the train. Such act would be one for which the company would be held liable. If, however, the assault was made on a person standing beside the train the company would not be liable, as it would have no connection with his duties. The foregoing statement of the law regarding assaults by conductors was made in the case of Birmingham Electric Railway Co. vs. Baird, 30 So. Rep., 456. The action grew out of an assault by the conductor of an electric railway car operating between Birmingham and East Lake, Ala. Baird was a passenger and had asked to be let off at a certain street. The car failing to stop he pulled the bell cord a couple of times and got into a contention with the conductor thereover, in the course of which, according to some of the testimony, the conductor assaulted and severely beat him. Baird recovered a judgment for \$2,500 against the railroad company for damages received by him, which sum the supreme court held not to be excessive.

# OFFICIAL CHANGES.

E. T. D. Myers has been elected president of the Washington Southern.

A. N. McLennan has resigned as superintendent of the Sydney & Louisburg.

F. E. Dewey has resigned as general superintendent of the Detroit Southern.

C. M. Ward has resigned as general manager of the Chicago & Southwestern.

W. W. Brogan has resigned as trainmaster of the Buffalo Rochester & Pittsburgh.

Walker D. Hines has been elected first vice-president of the Louisville & Nashville.

J. E. Taussig has been appointed superintendent of the Wheeling & Lake Erie.

J. H. Olhausen has resigned as general superintendent of the Central of New Jersey.

E. S. Hooley has been chosen vice-president of the Evansville & Terre Haute.

V. J. Herlong has resigned as president and general manager of the Gainesville & Gulf.

E. E. Scranton has resigned as general superintendent of the Lake Erie Alliance & Wheeling.

A. W. Comstock has been elected president of the Cincinnati Georgetown & Portsmouth.

H. W. McMaster has been appointed assistant superintendent of the Wheeling & Lake Erie.

Linton Williams has resigned as general superintendent of the Blackwell Enid & Southwestern.

Charles A. Van Dusen has been appointed assistant superintendent of the Wheeling & Lake Erie.

A. M. Lane has resigned as division superintendent of the Baltimore & Ohio at Fairmont, W. Va.

D. F. Maroney has resigned as general superintendent of the Pittsburg division of the Baltimore & Ohio.

F. G. Williamson has resigned as division superintendent of the Dakota division of the Great Northern.

F. H. Gouverneur has been chosen vice-president of the Wilmington Seacoast, vice G. L. Morton, resigned.

B. J. Ford has been appointed trainmaster of the Brunswick & Birmingham, with office at Brunswick, Ga.

J. M. Graham has been chosen president of the Gainesville & Gulf. Headquarters at Gainesville, Fla.

S. R. Kramer has been appointed superintendent of the Chicago & Southwestern. Headquarters at Muncie, Ind.

A. S. Miller has been appointed general manager of the Ashland & Wooster. Headquarters at Ashland, Ohio.

Charles H. Tweed has been chosen president and chairman of the board of the Houston East & West Texas.

L. E. Barker has been appointed general manager of the Gainesville & Gulf with headquarters at Gainesville, Fla.

Frank R. Hale has been appointed superintendent of the Indiana, Illinois and Iowa. Headquarters at Kankakee, Ill.

R. P. Dalton has been appointed superintendent of terminals of the St. Louis Iron Mountain & Southern at Little Rock, Ark.

Frank B. Parker has resigned as assistant superintendent of the Wyoming division of the Union Pacific at Evanston, Wyo.

K. G. Butler has been appointed general manager of the Lake Erie Alliance & Wheeling. Headquarters at Alliance, Ohio.

Julius Kruttschnitt has been appointed assistant to the president of the Southern Pacific. Headquarters at San Francisco, Calif.

B. A. Worthington has been appointed to succeed J. L. Frazier as superintendent of the Coast division of the Southern Pacific.

C. C. Sroufe has been appointed superintendent of the Tucson division of the Southern Pacific. Headquarters at Tucson, Ariz.

D. McLaren has been appointed superintendent of the Dakota division of the Great Northern. Headquarters at Laramie, N. D.

W. W. Wentz, Jr., has been appointed general superintendent of the Central of New Jersey. Headquarters at Jersey City, N. J.

J. C. Reddell has been appointed general superintendent of the Marietta Columbus & Cleveland. Headquarters at Marietta, O.

C. M. Ward has been appointed assistant superintendent of the Wyoming division of the Union Pacific. Headquarters at Evanston, Wyo.

C. W. Galloway has been appointed superintendent of the Cumberland division of the Baltimore & Ohio. Headquarters at Cumberland, Md.

U. B. Williams has been appointed superintendent of the Wheeling division of the Baltimore & Ohio. Headquarters at Wheeling, W. Va.

F. L. Richards has been appointed trainmaster of the Kansas City division of the Chicago Milwaukee & St. Paul, with office at Ottumwa, Ia.

W. S. Kinnear has been appointed assistant superintendent of the Canadian division of the Michigan Central. Headquarters at St. Thomas, Ont.

J. M. Herbert has been appointed general manager of the Denver & Rio Grande and the Rio Grande Western. Headquarters at Denver, Colo.

W. H. Whalen has been appointed superintendent of the Northern Wisconsin division of the Chicago & Northwestern. Headquarters at Oshkosh, Wis.

J. F. Irwin has been appointed superintendent of the Pittsburg division, western district, of the Baltimore & Ohio. Headquarters at Connellsville, Pa.

M. Devney has been appointed assistant superintendent of the St. Louis & Henderson divisions of the Louisville & Nashville. Headquarters at Evansville, Ind.

George W. Batlett has resigned as superintendent of the Dunkirk Allegheny Valley & Pittsburg since the transfer of that property to the Lake Shore & Michigan Southern.

Russell Harding, third vice president and general manager of the Missouri Pacific, has also been chosen vice-president of the Denver & Rio Grande and Rio Grande Western.

A. B. Newell, formerly superintendent of the western division of the Lake Shore & Michigan Southern, has been chosen vice-president and general manager of the White Pass & Yukon.

C. F. Franklin, formerly general superintendent of the Toledo St. Louis & Western, has been appointed superintendent of transportation of that same company. Office at Frankfort, Ind.

E. R. Thomas has been elected to succeed H. C. Barlow as president of the Evansville & Terre Haute. W. F. Carlton was chosen president of the board of directors at the same meeting.

E. E. Snyder has been appointed superintendent of the Memphis Line, Clarksville Princeton and Clarksville Mineral branches of the Louisville & Nashville. Headquarters at Memphis, Tenn.

James L. Frazier, formerly superintendent of the Coast division of the Southern Pacific, has been appointed superintendent of the western division. Headquarters at Oakland Pier, Calif.

D. G. Rossh has been appointed superintendent of the Thunder Bay, Wabigoon and Rat Portage sections of the Canadian Pacific, together with branch lines of same. Headquarters at Ft. William, Ont.

J. D. Brennan, superintendent of the St. Louis division of the Toledo St. Louis & Western, has been appointed general superintendent of that road, vice C. F. Franklin, resigned. Headquarters at Toledo, Ohio.

F. D. Tucker has been appointed trainmaster of the Chicago & Council Bluffs, the Illinois and the Racine and Southwestern divisions in Illinois of the Chicago Milwaukee & St. Paul with office at Savanna, Ill.

W. R. Woodford, vice president and general manager of the Cleveland Lorain & Wheeling, has been appointed general superintendent of the Pittsburg division of the Baltimore & Ohio. Headquarters at Pittsburg, Pa.

Eugene B. Cook, formerly trainmaster of the western division of the Lake Shore & Michigan Southern, has been appointed assistant superintendent of the Toledo division of that road, with headquarters at Cleveland, Ohio.

G. A. Morrison has been appointed superintendent of the Chicago & Council Bluffs, the Illinois and the Racine and Southwestern divisions in Illinois of the Chicago Milwaukee & St. Paul. Headquarters at Savanna, Ill.

T. G. Mulhern has been appointed trainmaster of the western division of the Choctaw, Oklahoma & Gulf Railroad Company, with office at South McAlester, in charge of the Booneville, McAlester and Oklahoma districts.

J. J. Mahoney, formerly general superintendent of the Winona & Western, has been appointed general manager of the Ft. Smith & Western, with headquarters at Ft. Smith, Arkansas. The Winona & Western passed into the hands of the Chicago & Great Western at midnight, Sept. 11.

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When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your *name, Division number and address.*

Division 89 extends to us an invitation to their second annual ball, to be given Nov. 21.

Brother E. P. Chapman, Secretary of Division 70, desires the address of Brother F. H. Bacon of that Division.

The Seaboard Air Line has adopted the Brown system of discipline, which plan is well known to a majority of our members.

The Ashtabula Harbor scenes presented in this issue are from photographs kindly furnished to us by Brother A. H. Chapin, of Division 73.

Mrs. Sallie Morgan of Sullivan, Ill., is very anxious to learn the whereabouts of her son, Edward W. Morgan, formerly a member of Division 101.

It is reported that the Boston & Maine will soon try an experiment, the use of oil as a fuel on such engines as run through Hoosac Tunnel,

Brother W. B. Barkley of Division 165 has been appointed superintendent of construction of the Ft. Scott Iola & Western railway, with office at Moran, Kas.

The Secretary of Division 246 desires the address of Brother D. J. McDonald of that Division. He was last heard from in Mexico, while employed on the Mexican Central.

We are pleased to mention the promotion of Brother T. G. Mulhern of Division 394 to the position of trainmaster of the Choctaw Oklahoma & Gulf at South McAlester, I. T.

Division 180 and Auxiliary 40 have forwarded us engrossed resolutions on the death of William McKinley which we are compelled to omit, as was done with many others received.

We are much pleased to note the appointment of Brother R. L. Cairncross of Division 18 to the position of trainmaster of the Beaumont division of the Gulf Colorado & Santa Fe.

The many friends of Brother Ben J. Ford, of Division 196, will be pleased to learn of his promotion to trainmaster of the Brunswick & Birmingham. His headquarters will be Brunswick, Ga.

Mrs. M. J. Steele, 404 Main street, Dallas, Texas, the wife of Brother M. J. Steele of Division 288, is very anxious to receive news of Brother Steele, from whom she last heard at Torreón, Mexico, where he was sick.

Will some one send to Brother W. B. Freeland, Pratt, Kas., secretary of Division 298, the address of Mr. C. A. Boise, recently train dispatcher for the Rock Island at Herrington, Kas.

C. S. Dodson, Secretary Division 89, 216 East Oak street, Louisville, Ky., desires the address of Thomas Phalen, formerly member of Division 89; last heard of in Texas. Property interests involved.

We are in receipt of a copy of the Ogdensburg News announcing the successful termination of the third annual social event given by Division 25. The usual annual drawing of two gold watches took place, after which a very enjoyable ball followed.

A Brother in writing to the Grand Chief Conductor from Port Limón, Costa Rico, says: "At present I am running passenger train here, but it is not a very desirable place to work. Conductors get \$22 per month." It is evident that a job in the States is preferable from every standpoint.

The Western Passenger Association has decided that typewriters, cash registers and computing scales will not be checked as baggage after February 1, 1892. This is the first intimation we have had that typewriters were checked as baggage.



They are usually found traveling on first-class tickets.

The N. Y. C. & H. R. is making extensive changes in the operation of the old Boston & Albany by putting on larger engines, lengthening the runs of crews, etc. A material change in the official staff of the B. & A. also went into effect November 1, the tendency being to consolidate departments of the B. & A. with those of the N. Y. C. already in operation.

If you ask your grocer, your merchant, your coal dealer and those whom you patronize, to patronize you by subscribing for THE CONDUCTOR, there is not one but will give you his name and one dollar. It is for the asking, therefore, that you can secure one of our Webb C. Ball Official Standard O. R. C. 17-Jeweled Watches, to given free for each list of 75 subscribers accompanied by \$75.

A question addressed to the Air Brake Department has been received by us from some person who withheld his signature, and who also fails to even give the superscription or local address. We believe the same rule should apply in this connection as in our Fraternal columns in order to distinguish our members from persons outside the Order. The question asked is: "Is compressed air the only power used to operate an air brake?"

The International Typographical Union has been very progressive in the use of a union label. Having secured very general adoption of it in job printing, they have now started a crusade for its use in book printing. The Union Book Co. of Chicago offers a new book entitled, "With the World's Great Travelers," which bears the union label, and bids for patronage on that account in addition to the merits of the book itself.

We are advised that the P. & L. E. company is to erect a gymnasium and club house for their employes, containing swimming pool, baths, reading room and an assembly room. We do not know what percentage of each employe's earnings will be deducted to maintain this institution, but whatever it be it should include privileges for the family dependent upon the pay the man draws.

A letter from Brother J. W. Eckman, of Division 69, bears upon its head the firm name of Halstead & Eckman, Tobacconists, at San Antonio, Texas. A clipping from the El Paso Herald also announces the partnership and says that they are

receiving good patronage. Both are old ex-conductors. Brother Eckman will be remembered by the delegates of the last Grand Division as the subscription agent for the Pioneer Press.

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

DIV. NO.	NAME.	CARD NO.
53-----	W. H. Smith-----	514
139-----	W. T. Johnson-----	12072
141-----	J. L. Rogan-----	11616
188-----	J. C. Nieman-----	5461
206-----	W. S. Prentice-----	11996
288-----	J. H. Heating-----	7231
304-----	W. J. Alston-----	11642
332-----	J. M. Clark-----	3066

On November 3d Grand Senior Conductor Wilkins organized Maple Leaf Division 322 at Lindsay, Ont. Division 17 at Toronto postponed their regular meeting and a number of their members as well as members of 344 attended and assisted in this organization. John R. Way was elected Chief Conductor and Geo. H. Adams, Secretary, both of Lindsay, Ont. The Division will meet on the first and third Sundays in each month at 2 p. m., in Blackwell's Hall, Kent and Cambridge Streets. Brother Wilkins desires to extend thanks to the Brothers who rendered valuable assistance in this connection.

On November 20 Grand Senior Conductor Wilkins organized Bay State Division 413 at Boston, Mass., composed of B. & M. R. R. Conductors. One hundred and thirty-one charter members, of whom about fifty were new members, were admitted and there are 34 new charter members to be initiated when they can be present. About 200 members of the Order participated in this splendid day's work. Division 66 cancelled their regular meeting and their staff of officers exemplified the work in a beautiful manner, each officer fully performing his part without reference to the ritual. The work done in this way is, of course, more impressive and we cannot too strongly commend the interest taken by the officers of Division 66, which is a good example for other Divisions. The thanks of the organizing officer and the members of the new Division are also extended to the many Brothers who, by their presence, lent assistance. Dinner was served in the banquet hall in the building and the event was one to be long remembered by all who participated.

Brother G. A. Silsby, 392 Medford St., Winter Hill, Mass., was elected Chief Conductor and Brother R. E. Beals, 257 Broadway, Lawrence, Mass., Secretary and Treasurer.

The Division will hold its meetings on the first Sunday in each month at 10:30 a. m. and the third Thursday in each month at 1 p. m. at Roughan Hall, City Square, Charlestown, Boston.

4

The promoters of the proposed new Canadian organization for Canadian railway employes are considerably nettled over the fact that members and officers who are loyal to the organizations which they have obligated themselves to support have criticised the acts and policy of those who undertake, by appeals to prejudice and by misrepresentation, to bring about a realization of their dreams of ambition by tearing down the organizations in which they at the same time still cling to membership.

That cause is indeed weak which depends upon misrepresentation and falsification for nourishment and support. The authors of this new dispensation have recently issued another "bugle call" to the oppressed, in connection with which they present an alleged financial statement for 1900, which they assert is "compiled from figures obtained from the grand offices of the several different organizations represented." This statement assumes to show the number of members which each of the several organizations had in Canada; the number in the insurance department of each; the amount paid by Canadian members during 1900 as premiums or assessments on insurance to each organization; and the amount of claims paid to Canadian beneficiaries during the same year by each brotherhood.

According to their statement, the O. R. C. had 669 members of its Benefit Department in Canada in 1900. They say that these members paid to us during that year, premiums aggregating \$20,000, and that we paid in return therefor claims amounting to \$13,000, showing a claimed surplus of \$7000.00 in our hands through this transaction.

The assertion that the figures contained in the statement were obtained from the grand offices of this Order, is a willful misrepresentation. The statement that the members of our Benefit Department in Canada paid us \$20,000 in premiums in 1900 and that we, in return, paid but \$13,000 in claims, is a falsehood. The facts as shown by the official records are, that the members of our Mutual Benefit Department in Canada paid to us on insurance account during the year 1900 a total of \$17,383.00. of which \$1,148.00 was for Reserve Fund purposes. During the year 1900 we paid Canadian beneficiaries, account of losses among our Canadian members, a total of \$25,000. These figures are presented simply as true, official facts for the purpose of showing the degree of falsehood contained in the claims of the ones who are bidding for the confidence of the Canadian railway employes. We are not in a position to speak authoritatively as to the figures affecting any of the other brotherhoods, but the effort to juggle with and falsify figures is so clearly shown by the above as to make all their statements unworthy of credence and to show their figures to be utterly unreliable.

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Postoffice..... State.....

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Postoffice..... State.....

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# OBITUARY

- ANNESS—Brother J. C. Anness, Division 307, Elizabeth, N. J.  
BABBITT—Brother J. J. Babbitt, Division 2, Buffalo, N. Y.  
BATES—Father of Brother F. A. Bates, Division 311, Waycross, Ga.  
BLANCHARD—Brother T. J. Blanchard, Division 250, Bristol, Va.  
BARROWS—Brother Thomas Barrows, Division 153, Mauch Chunk, Pa.  
BURNS—Brother C. W. Burns, Division 85, Winslow, Ariz.  
BROWN—Brother James Brown, Division 162, Philadelphia, Pa.  
CUMMINGS—Brother T. R. Cummings, Division 142, Rawlins, Wyo.  
COMPTON—Brother H. P. Compton, Division 119, Ft. Wayne, Ind.  
CONLEY—Brother T. E. Conley, Division 142, Rawlins, Wyo.  
CATION—Brother John Cation, Division 68, Baraboo, Wis.  
CHEELSMAN—Brother J. A. Cheelsman, Division 221, Spencer, N. C.  
CONNOR—Daughter of Brother John Connor, Division 121, Huron, S. D.  
DEEM—Brother J. J. Deem, Division 102, Grand Rapids, Mich.  
DUGAN—Brother J. J. Dugan, Division 224, Wilmington, Del.  
DURKEE—Son of Brother H. A. Durkee, Division 40, St. Paul, Minn.  
GORDON—Brother J. Gordon, Division 235, Freeport, Ill.  
GILBERT—Brother J. Gilbert, Division 53, Denison, Tex.  
HANIGAN—Brother M. J. Hanigan, Division 57, Ft. Worth, Tex.  
HIBBARD—Brother Z. M. Hibbard, Division 48, Detroit, Mich.  
HUGHES—Wife of Brother W. H. Hughes of Division 201, McKees Rocks, Pa.  
HUNSAKER—Brother George Hunsaker, Division 40, St. Paul, Minn.  
JAMESON—Brother W. J. Jameson, Division 328, Council Bluffs, Iowa.  
JOHNSON—Brother J. D. Johnson, Division 57, Fort Worth, Texas.  
KEMBLE—Brother G. M. Kemble, Division 91, Portland, Ore.  
MALSCH—Brother W. Malsch, Division 7, Houston, Tex.  
MANAHAN—Brother G. S. Manahan, Division 292, Chicago Junction, Ohio.  
MARCHBANK—Brother J. W. Marchbank, Division 87, Bloomington, Ill.  
MCBRIDE—Brother W. J. McBride, Division 91, Portland, Ore.  
MORGAN—Brother T. S. Morgan, Division 156, Carbondale, Pa.  
MYERS—Brother J. R. Myers, Division 134, Bellevue, Ohio.  
NORTON—Brother E. F. Norton, Division 132, Salida, Colo.  
PUMPHREY—Brother Milton G. Pumphrey, Division 115, San Francisco, Cal.  
QUINN—Brother W. H. Quinn, Division 371, Billings, Mont.  
RODGERS—Sister of Brother C. S. Dodson, Division 89, Louisville, Ky.  
SOUTHARD—Brother C. W. Southard, Division 100, Columbus, Ohio.  
STEWART—Brother C. A. Stewart, Division 60, Sedalia, Mo.  
SUPPLE—Brother R. H. Supple, Division 249, Tacoma, Wash.  
WALKER—Brother W. T. Walker, Division 153, Mauch Chunk, Pa.



# GENERAL INFORMATION RELATIVE TO THE MUTUAL BENEFIT DEPARTMENT.

Assessment No. 388, for the death of J. J. Babbitt, October 21, 1901, was issued November 1, 1901.  
Time for payment expires December 31, 1901.

## BENEFITS PAID FROM SEPT. 21, 1901, TO OCT. 20, 1901, INCLUSIVE.

Ben No.	NAME.	CAUSE.	Div.	Cert No.	Series.	FOR	AMT.
2239	J. Ennis	Accident	12	4250	C	Death	\$3,000
2240	T. L. Simpson	Accident	212	5328	C	Death	2,000
2241	M. R. Potter	Apoplexy	52	1065	B	Death	3,000
2242	L. V. McLane	Malarial Fever	98	5423	C	Death	2,000
2243	F. M. Blanchard	Ulc'n of Bowels	304	1099	B	Death	2,000
2244	S. L. Atkins	Accident	364	6969	B	Death	1,000
2245	D. M. Morehead	Accident	143	7715	A	Death	4,000
2246	J. G. Ashe	Accident	88	5	D	Death	3,000
2247	T. B. Holmes	Apoplexy	225	2879	C	Death	1,000
2248	John Knauber	Loss of Leg	----	3775	A	Dis.	3,000
2249	G. F. Raworth	Brain Tumor	----	2682	C	Death	3,000
2250	E. C. Brainard	Apoplexy	22	2802	C	Death	1,000
2251	C. P. Woodcock	Stry'ne Poisoning	330	8289	A	Death	1,000
2252	W. Mulliken	Heart Failure	386	4649	A	Death	2,000
2253	L. Dymet	Phthisis	17	19	B	Death	2,000
2254	J. D. Grant	Typhoid Fever	54	4324	B	Death	2,000
2255	M. A. German	Gunshot Wound	40	5619	B	Death	2,000
2256	J. McIntyre	Accident	199	7504	B	Death	2,000
2257	N. Cothran	Stomach Trouble	290	42	D	Death	4,000
2258	J. S. Morris	Hem. of Lungs	131	3793	A	Death	1,000
2259	B. F. Harrington	Flux and Cong'n	332	7295	A	Death	1,000
2260	W. B. Greer	R. R. Accident	122	6813	B	Death	2,000
2261	J. H. Van Nest	Heart Disease	44	2708	C	Death	3,000
2262	G. W. Wagner	Tumor of Brain	278	4222	A	Death	1,000
2263	F. A. Pease	Cholangitis	40	4135	A	Death	1,000
2264	A. E. Olive	Paralysis	214	4376	C	Death	3,000
2265	T. D. Shaw	Accident	----	3470	A	Death	1,000
2266	J. W. Jenny	Ulcer of Stomach	27	250	A	Death	1,000

## NUMBER OF MEMBERS ASSESSED.

Series A, 8,266; Series B, 7,585; Series C, 5,530; Series D, 486; Series E, 68. Amount of Assessment No. 388, \$42,310.

## FINANCIAL STATEMENT.

Received on Mortuary Assessment to Sept. 30, 1901	\$4,944,158.15
Received on Reserve Fund Assessment to Sept. 30, 1901	95,209.19
Received on Expense Assessment to Sept. 30, 1901	80,620.80
Received on Applications, etc., to Sept. 30, 1901	71,942.71

\$5,191,830.85

Total Amount of benefits paid to Sept. 30, 1901	\$4,858,467.00
Total Amount of expenses paid to Sept. 30, 1901	147,918.87
Cash on hand Sept. 30, 1901, Mortuary Fund	85,691.15
Cash on hand Sept. 30, 1901, Reserve Fund	95,209.19
Cash on hand Sept. 30, 1901, Expense Fund	4,644.64

\$5,191,930.85

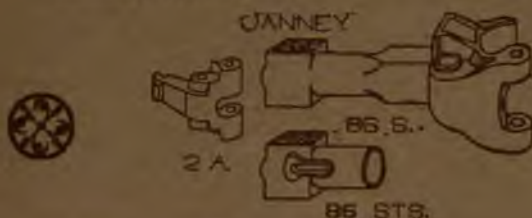
## EXPENSES PAID DURING SEPTEMBER.

Fees returned, \$8.00; Sundry expense, \$8.34; Postage, \$221.50; Stationery and Printing, \$27.00; Salary, \$475.00; Mail List, \$10.25.

W. J. MAXWELL, Secretary.

# THE JANNEY COUPLER

The **ORIGINAL** and **LEADING** M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of these parts, which should be used in making requisitions.



LIST OF PARTS

No.	Name	Material
86	Bracket	Steel
86S	Freight Bracket	Steel
86ST	"	Steel
86	Bracket Pin	Steel
90	Clayton	Steel
90H	Clayton Pin	Steel
80H	Locking Pin	Steel
243B	Washer	Steel

**MANUFACTURED  
ONLY BY**



Manufactured by  
THE MCCONWAY & TORLEY CO.  
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# The Tower Coupler..

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# Piso's

## For Consumption

We always keep Piso's Cure for Consumption in the house for coughs and colds. The children beg for it. We have recommended it to our neighbors.

Mrs. J. T. BALBY,  
Box 43, Augusta, Okla., Sept. 5, 1906.

Piso's Cure for Consumption cured my daughter of an awful cough which the whooping cough had left her with. I can say that it is the best remedy for coughs I ever used.

ADOLPH C. FANONER,  
Conway, Mich., Sept. 17, 1906.



# The Railway Conductor

DECEMBER



1901



PUBLISHED BY THE  
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CEDAR RAPIDS, IOWA.

# WESTINGHOUSE AIR BRAKES

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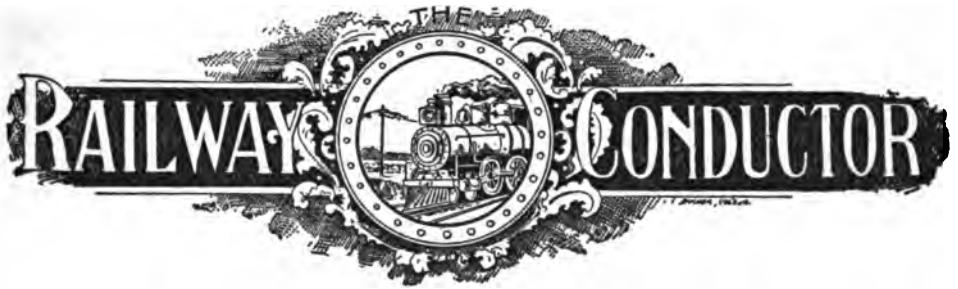
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Photo by M. C. Barley, Slagway

MILES CANON ALASKA.



VOL. XVIII.

CEDAR RAPIDS, IOWA, DECEMBER, 1901.

No. 12.

## MAYSIE'S DUPLICATES.

BY W. D. ANDERSON.

[CONTINUED.]

Jack received his accustomed early call for his run on the following morning and went out revolving in mind Bud's inexplicable conduct. He was sad at times, but finally put the thought from him as one of imagination that Bud could be angered at anything he had done. On the following trip Bud seemed to be in his usual happy mood.

"What do you think, old man? Fletcher told me today that when the 345 comes out I should have her. That will be on Monday."

"Good for you, Bud. I have taken a few lessons in firing myself during runs between stations and while the fireboy was eating. I tell you I know already how to give the scoop a twist that will throw the coal to all parts of the firebox, or how to hit all the light spots and keep an even fire without getting it too full," said Jack, going through gestures representing the act of putting in a fire. "I often imagine how those Lake Shore firemen must bend their backs before the firebox of those big 600-engines we were told about that took us from Buffalo to Chicago in such short order. Well, Bud-dy, I wish you success."

If Bud had shown an aversion to manual labor while serving in the capacity of a wiper, it did not manifest itself when he came in after his first trip on the 345. The incidents of that trip, as well as all succeeding trips, were recounted by him

and everything he said went to show that he was wholly engrossed in his work. He found time now to pick up Maysie's guitar occasionally, and frequently his fine tenor voice was heard with hers in snatches of old love songs. Thus time sped along until the leaves were turning a golden hue for the third time since their coming, and yet no word had been spoken by either Jack or Bud of her whom both had learned to love.

Jack's rich baritone voice was filling the little room with a love song one morning when Bud came in.

"Don't know that I ever heard you sing quite so well before, old man; but probably there's inspiration in it. Come, now; own up. Have you proposed yet?"

"Thanks, Bud, for the compliment. I feel happy; that's all. I have no intention of proposing to any one, in my circumstances. Conditions do not warrant the taking of a wife—not yet, at least."

"I agree with you, old man. Love in a cottage may be all right for some, but I have too much respect for the lady I marry to drag her into a hovel and ask her to live on a fireman's wages."

"Well, that all depends upon the point of view from which you look at it. I am willing to believe that some of our firemen's families are as happy with their surroundings as the Goulds, the Vanderbilts or the Sages. Environment may effect happiness in a degree, but I tell you,

Bud, true happiness is bound to exist where mutual confidence is the watch-word between man and wife."

"You are romantic, indeed," said Bud, with a sneer.

"Well, we will not quarrel about our opinions. I am not anticipating marriage at present. But, by the way, old man, I received a word of encouragement today. I am to be one of the next class examined for promotion."

"Ah, is that so?"

"Yes; and if successful you will see me down in the yards one of these fine mornings taking the photographs of a string of box cars, as the boys say it. Stick right to business, Bud, and our dream about taking out the special will be realized."

"Perhaps," said Bud, with a yawn. "But you will have more gray hairs than you have now."

Promotion came sooner than Jack expected, for his examination placed him first among all who competed. His record, too, was one of exceptional merit, and Smith added his commendations heartily when asked as to Jack's executive ability. Changes that affected the whole service occurred about this time and gave Jack the run he had been on during his entire experience. As if to complete his happiness engine 345 was assigned to the run, and with it came Bud as his fireman.

"Couldn't have been arranged any better," Jack was saying as they were about to leave. "This takes us both home at the same time and gives us regular hours."

Thus trip after trip was made and all work was done with credit and dispatch under Jack's supervision. His neat reports were a source of comment at the offices, and soon it became known that on one division of the system there were two Yale graduates on one train.

They were laying at a way station one day waiting for time, when Bud came back complaining of feeling unwell. Jack's great heart went out to him in a moment.

"Stay back here, old man; I can keep the 345 hot. There will not be much work from here until we get in. Here's a pillow to put under your head. Now, don't

say no; I'm running this train and you must submit to my authority," said Jack, laughing.

That Jack could keep the 345 hot was evident from the muttering of the pop. When the next station was reached Jack dropped to the ground with his bills and looked after the loading and unloading. As the rear brakeman left the caboose to assist in the work, Bud raised himself upon his elbow and looked out.

"I guess this is my opportunity. Jack Hammond, this road is not big enough for both of us. Now for an error against him which he assures me means suspension. Ah, this must be the report," taking Jack's wheel report. "I'll just change the destination of this car. And change the number of this. There, I think that will fix it unless he discovers it, which is not probable, for Jack Hammond don't have to review his figures; he never makes an error—except when assisted," Bud said, with a devilish grin upon his face.

He was feigning sleep when the brakeman returned and when they had left the station. At the last stop Jack came back and asked him how he felt.

"First rate, old man; many thanks for the help you gave me. I feel like a new man," he said, going over to the engine.

Jack entered the remaining cars upon his report and prepared his other reports and bills for delivery before washing up preparatory to going home. He was thinking of her who had become a part of his life, it seemed. He was eager to get a glimpse of her, for her presence was to him the greatest happiness of his life. He stepped off the train and quickly performed the last duties in connection with it, then, with sprightly footsteps, he hurried up the avenue to a little home where he felt some one would be watching in the doorway. He was not disappointed, for Maysie stood there. As he ran up the steps, he said:

"You are teaching me something that may some day be a disappointment when you cease to do it."

"Am I, Mr. Hammond? I did not know that I was. What is it that will disappoint you? I will try to avoid it."

"Perhaps you will change your mind when I have told you, but rather than wait for developments I am going to say



very frankly, Miss Cleveland, that I come home expecting to see you standing right here every trip. It has become a great pleasure to me, in fact it is one of the chief sources of my happiness. Of course you will say I am a foolish fellow for making so much of a simple coincidence, and probably give me no further pleasure, still I could not help saying it."

Before Jack had finished speaking he noted a tell tale blush suffuse her cheeks and neck that made her positively beautiful. Then, with downcast eye, she said:

"It would be cruel of me to deprive you of any happiness."

At this moment Bud was seen approaching and both turned to greet him, thus depriving Jack of the opportunity to say anything further to Maysie.

His heart told him that what he had said was not displeasing, yet having broken the ice he longed to say other things that he cherished in mind, and characteristic of him wished to make one of his grand rushes and learn his fate.

It was a late hour when Jack retired, owing to a gathering of friends at the Cleveland home in which both Jack and Bud were included and to which they devoted their talents in a musical way. He was surprised on the following morning to receive no call from the train caller, but arose with Bud upon the call of the engine crew caller and proceeded to the office, where he learned that he was ordered to report to the superintendent.

"That's funny," muttered Jack. "Looks like a bull on my part, as the boys term it when they make an error of some sort. Guess I'll go back and take breakfast with the folks, and stroll this way again at the hour designated."

Jack's return was an evident surprise on the part of both Mrs. Cleveland and Maysie, the latter showing her deep concern in every look.

"I hope, Mr. Hammond, that it is nothing serious," she said.

"Thank you; I hope not. I can think of nothing that justifies that belief."

Jack was prompt to the minute in reporting. As he entered the office the superintendent, looking up with a simple gesture and sentence, said:

"Be seated, sir."

After a moment's hesitation the superintendent wheeled in his chair, and said:

"Hammond, you are one of our youngest conductors. You have made a good record, and from our observations of your conduct we have had reason to believe that we were justified in placing you to the front. We have given your work careful attention and kept a close watch upon your reports; for upon these we base our estimate of a man's worth as a conductor. If errors appear or carelessness is manifested in any particular we dismiss the man, for he is not one who contributes to the company's interests. You will agree with me that this is right, will you not?"

Jack nodded in assent, but continued to wonder what all this had to do with his presence at the office.

"Well, our experience has been that with men such as you that when errors occur, that a notice of same will be sufficient to prevent a recurrence; but when the same offense is repeated I wish to assure you that it means dismissal. Now, Mr. Hammond, your last car report shows two errors. Let me caution you to use more care in future. That will be all. You will resume your run next trip," he said, again turning in his chair, thus indicating that the interview was at an end.

"May I see that report, sir; it does not seem possible that I have made an error. I ask it only to satisfy my mind."

"The report is now in the car accountant's office, and there is no doubt but you have made not only one error but two," said the superintendent, coloring just a little at the suggestion of doubt on Jack's part.

"Pardon me, sir; I did not intend to take issue with you on that point. My surprise gave rise to the expression," said Jack, turning away.

"Good morning," was the only response.

Realizing the interview was at an end, Jack made his way home slowly, buried in thought. He did not look up until he was about to enter the gate. As he did so, he saw Maysie standing there. He forgot his burden in an instant, and a happy smile lighted up his face when he thought of why she was there. She had been watching him as he came down the

street, and knew that the slow, measured tread and downcast head indicated anything but good news. She was the first to speak.

"Tell me, please; has anything gone wrong—is it serious?"

"Not very. Only two errors in my report," said Jack, laughing.

"How unfortunate! can you think of anything to which you can attribute them?"

"Nothing. I am quite sure they were correct up to the time that I went over to fire for Bud, who was taken ill on the road. It is possible I made my errors when I entered my work after coming back at the last station."

"Papa used to bring his train book home and make out his reports here. I wish you will do the same, and if you do not object I will help you to check them out, for I should enjoy it."

"Would you really? Then you may consider your services accepted," said Jack, leading the way into the cozy little sitting room. "I regret more than I can tell you that an error has been placed against my record. I have been working to gain promotion in order to share its consequent benefits that I might gratify a dear heart's wish, and if anything should occur to deprive me of that life would not be worth living."

"Oh, Mr. Hammond! It is wicked to set up such idols as that. Still, I do regret deeply any circumstance that comes up to keep you from attaining anything so dear to your heart. Is your object hard to attain that you depend so much upon the salary that promotion brings?"

"I will let you answer that question, Maysie."

"Oh, Mr. Hammond!"

"Call me Jack, please, won't you?"

"Jack," she whispered.

At this moment Mrs. Cleveland came into the room. Jack arose to meet her; then taking Maysie by the hand he led her before her mother and said:

Mrs. Cleveland, I love your daughter with all my heart and I believe she loves me. I want your consent to making her my wife. I know that I am taking from you all that you have left, but in doing so I want to say that I will cherish and protect her so long as I live."

Maysie's arms stole around Jack's neck at these words, and Jack's strong arm gave its first literal support to her who clung to him. Mrs. Cleveland wiped the tears from her eyes, then, with a happy smile, said:

"I could give her to no one in whom I have more confidence. God bless you."

Jack stooped to receive her fervent kiss upon his brow, then turned and placed his first kiss upon the lips of her he had loved so long.

"O, Jack, I am so happy."

That day, as well as the following, contained the happiest hours in the lives of both Maysie and Jack. Jack's prospects were discussed, as well as the errors that had been the cause of putting the first mark against the name of Jack Hammond. While Jack's mind was gathering determination to pursue more accurate methods for the future, Maysie's was engrossed in trying to find the source of the errors that appeared in Jack's report without making Jack a party to them.

"I don't know why I think so, but I am impressed that your report was correctly made out and that some one changed it, either on the road or after you delivered them. In either event it is plain that you have an enemy, and you should take precautions to prove yourself correct in every report hereafter."

"Explain the plan you have in mind; I do not grasp the idea."

"Well, for instance, let us suppose that one of your brakemen feels revengeful for your promotion over him and that in order to secure your dismissal he changes your reports. If you make out these reports in duplicate it will be easy to detect any alterations whether they occur on your train or within the offices."

"Maysie, you are a jewel; I'll do that. Bless your dear heart the more I study over it the more I am inclined to believe that I was correct in my report of yesterday."

"Now, another thing, Jack; we do not know whoever it may be and I am going to urge you to keep our plans a strict secret between ourselves, not mentioning my assistance nor the duplicate method we propose to adopt even to you friend, Mr. Cressler."

"O, Maysie! I hope you do not suspect Bud?"

"I shall suspect everybody until this is cleared up," said Maysie, with a laugh, but Jack was impressed very deeply and promised to carry out her suggestions to the letter.

Bud sought Jack immediately upon his return to inquire what his absence meant from duty. His well-feigned sympathy and regret were so well assumed as to drive out of Jack's mind any thought, if one had existed, of Bud's guilt in the affair.

"It's too bad, old man. I hope it will not occur again. It don't seem like Jack Hammond to make an error—the model of accuracy of old Yale."

"Ha, ha, my boy; visions of old Yale still have a place in your memory, I see. Well, I shall be with you tomorrow and try at the same time to merit your good opinions, but I am not infallible and do not wish to pose as an example of excellence."

Several times he was about to confide the secret of his happiness to Bud, but something impelled him to remain silent. Whether it was Bud's drastic views previously expressed during their conversation about marriage or whether he felt himself guilty at having [stolen a march over his friend, he could not tell; at any rate he closed his eyes to sleep to be visited by visions in happy dreams.

The next [day found Jack at his post giving his usual attention to every detail. On his arrival at the terminal he made out his first report in duplicate, carefully preserving the duplicates of all. His return trip was marked with the same careful attention to duty that had characterized his work since he began. He had even gone to that extremity of making out a dummy report which was left in his desk and later compared to his train book, then destroyed. On his arrival at Denver he took home with him a number of blanks which were to constitute his stock of reports with which Maysie was to help him.

"Bless her dear heart," he was saying to himself, "I don't need her assistance, but it will add to her happiness and mine to have her near me and feel that we are mutually interested in each other."

Bud had completed his work incident to arrival somewhat sooner than usual and both arrived at home at the same moment. As they arrived at the gate Bud said:

"Hello, old man; we arrived together tonight. What have you under your arm?"

"A bunch of reports. I am going to make them out at my leisure hereafter at home."

"That is a good idea, Jack. No more errors when you make one out in the quiet of our room. By the way, old man, I have given a considerable study to the possible reasons for your making an error and I have come to the conclusion that had it not been for my going back to the caboose, and thus causing your work to accumulate and—"

"There, there! That's enough of that. I know what you would say. We only picked up five cars and you do me injustice to say that I am not capable of—"

"Pardon me, old man; I see the point you wish to make. Well, I should feel heartily sorry if I were the cause of your first black mark."

"I know you would, Buddy, and I don't want you to feel that I attribute it to you in any connection. Mrs. Cleveland has kindly consented to permit me to use a table in their living rooms for my work, so when you get ready to turn in don't wait for me."

Bud said nothing, but a half-hidden sneer, which Jack was quick to catch, caused him to remark:

"You will not feel offended will you, old fellow?"

"Certainly not; go ahead," in an assumed cheerful tone.

The picture of happiness Jack had drawn in mind that Maysie's presence and help would bring, was not overdrawn. Her very presence lent inspiration and he felt a glow that was something sublime as she looked over his shoulder, with her pretty head near his, and watched every figure as he traced it upon his report. It was drawn out to consume as much time as possible, for Jack found it a pleasure to have her at his side.

"Now let us check it with your train book," she said, when he had concluded.

The checking verified it and Jack handed her the duplicate, saying:

"You shall be the custodian of these?"

Thus the week passed without incident worthy of mention until Saturday evening when Bud and Jack sat down to tea. There was a dainty invitation at the plate of each.

"They came yesterday morning," said Mrs. Cleveland in explanation, "just after you had gone. The Prestons are a very clever set and I know you will enjoy the evening, for I have heard that the party is to be a great event."

"I feel honored," said Jack. "Will you accompany me?" said Jack, handing his invitation to Maysie.

"I shall be delighted."

No one noticed the evil glitter in Bud's eyes and it was perhaps fortunate that at that instant an accident occurred in his upsetting his tea, which saved that look from being observed.

"Of course you will go, Mr. Cressler?" said Maysie.

"Pardon me, but I am too tired to enjoy such a late hour. I believe I shall remain at home tonight."

Regrets were freely expressed, for both were anxious that Bud should go, but finding him obdurate they did not insist. When Maysie had assisted with clearing away the supper she prepared the material for their usual task of making out the reports.

"Come, Jack; business first and pleasure afterward. We shall have plenty of time to dress."

Jack saw the spirit of business determination in Maysie's eyes and immediately joined her. The work was performed swiftly but not less skillfully or accurately than usual.

"I will ask Bud to mail them for me; I am quite sure he will be willing to do this. It will save delay to them and save me a trip to the office."

"A most excellent idea," said Maysie, giving a strange accent to each word.

Jack looked at her but her face betrayed nothing. He found Bud quite willing to perform the favor and even expressed himself that it would be a pleasure, as he had an errand down town anyway.

He saw Jack and Maysie depart. Could

they have seen the evil glitter in his eyes they would have shuddered.

"Ha, ha, ha! So they trust me with this precious document that he verifies so carefully. The change of a simple figure is easy. Without a position he is not likely to engage himself. I must do it tonight," he whispered, as a frightened look came into his eyes. Appearances during the supper meal tonight—her look as he gave her the invitation makes me believe that to delay longer would be fatal. Jack Hammond, you must go!"

Then taking the report from the envelope he deliberately chose an initial which he changed with a skill that showed his ability to perfectly imitate Jack's writing.

"There; that will do the business and put Jack Hammond at the bottom of the ladder wherever he may go, and that will give me a clear field to win her."

If ever hate was written in any man's face Bud Cressler was that man. His hand trembled as he replaced the report. Then picking up his hat he hurried out into the street and to the office where he deposited the report in the accustomed receptacle for them. He returned early and retired, but not to sleep. His heart burned with hate as he heard them return at a late hour chatting happily. During Sabbath he isolated himself as much as possible on the plea of suffering headache. Both Mrs. Cleveland and Maysie united with Jack in urging him to submit to some sort of treatment, but he declined all offers of assistance except to take a cup of tea from Maysie's hand. Monday morning found him quite recovered and both went out on their run.

No mention was made of the party by Jack during the trip, and to all appearances Bud did not care to hear of it. The usual routine of business was performed and the return trip finished without incident. On Jack's arrival at the office he was given a message:

"Conductor Hammond—

Please turn over all company property in your possession and report with same at nine o'clock tomorrow. D. A. W."

Jack put the message in his pocket and left the office without a word to those about him.

"Wonder what's the matter with Hammond?" said Smith, who stood near and

noted the quick departure, speaking to the operator.

"Bad news for Jack; I hear he made a bull in his reports about a week ago and that he made another in his report of Saturday. The message I gave him told him to turn over all his stuff and report at the office at nine o'clock tomorrow."

"That's too bad. Jack used to be a wizard. I guess something has turned his head, but I can't blame him for she's an angel if ever there was one. It is not generally known as yet but my wife tells me John Cleveland's daughter is soon to become Mrs. Hammond."

"That will be a tough blow for Jack, for he was making big strides toward passenger, and of my own personal knowledge I know he stood high in the esteem of D. A. W. and some others further up the ladder. You see he came here recommended by the president of the N. Y., N. H. & H. and as I understand it his uncle was once a director of that company and a personal friend of the president. There was no favors asked for him, but on the other hand the request came to put him through the mill and see what there was in him. They put him through all right, for he has been running your old run, which is the hardest on the system. But he's fell down."

"I liked Jack, for he's a whole-souled fellow and white, every inch of him. I don't like that chum of his, but maybe I don't know him right. Seems to be morose and rather inclined to be stuck up."

Others expressed their regrets, among which were Jack's brakemen, who came in to hear what had occurred.

Jack did not wish to worry Maysie's mind that evening with the unpleasant tidings he had received. His head ached and he felt pains shoot through his body. He tried to appear himself and partake of his supper, but at last he arose without a morsel having passed his lips. Maysie noticed that he did not eat and saw how pale his face looked. When Bud had left the room she said:

"You did not eat your supper. Are you ill, Jack?" she said, tenderly.

"Only a little indisposed," he said, smiling. "I will be all right in the morn-

ing I think. You will excuse me if I lie down awhile," he said, wearily.

"Yes," putting her arms around his neck. "Take this tea-bell, please, and call me if you grow worse, will you, dear?"

Jack promised he would and started to retire. His eyes grew dark before he reached the top step of the stairs leading to his room. Staggering to his bed he threw off his clothing and finding Bud had gone out he threw himself across the bed exhausted.

When Bud returned at a late hour he noted the careless disposition Jack had made of his clothing and heard him muttering endearing words which at once lit a frenzied flame in his heart.

"Aye, lie there and dream of her," he said in a hateful whisper. "Ah, what's this?" picking up the message Jack had received. "It has come swiftly and sure. I will drop it in the hallway where it will be found—there. Now, in the words of Monte Cristo, 'The world is mine.'"

Jack's mutterings grew to ravings before morning, but Bud was too tired to listen to them. As morning dawned he grew quieter and when Bud received his usual call he slipped out of bed and departed silently. One had, however heard his moans during the night and had slipped up the stairs on tiptoe to listen. Only a labored breathing rewarded her and once she heard her own name pronounced indistinctly.

Maysie was up bright and early but not ahead of her mother, whose habits were to rise at a certain hour the year round.

"Mamma, I believe Jack was very ill last night, still he did not ring for me as he agreed to do. I am going to tip-toe up stairs and see if he has gone."

As Maysie reached the landing above she spied the half folded message Bud had placed there. Picking it up she opened it unthinkingly and read its import.

"Why did he not tell me this last night?" she whispered. Finding the door ajar she peeped within. At this moment Jack threw his arms wildly and cried:

"I have the duplicates. I can prove my figures. Yes, sir; you shall listen, or by the god's I'll ring your neck. See,

see! here they are. No, I have lost them—they are lost—lost!"

Maysie waited to hear no more. She was by his side in an instant, kneeling with her arms outstretched to heaven asking God to spare him to her. His flushed face and matted hair were evidences of a fearful struggle during the night. Pressing back the matted locks from his forehead she spoke to him tenderly and called him by name. His ravings ceased at once and he apparently drifted into a deep slumber. A physician was called and without hesitation pronounced it brain fever.

We have not here space to record the many touching incidents that transpired during the long siege during which Jack lingered between life and death. At last the crisis came when an hour would decide whether he would live or die. During all the long days and nights Maysie had been faithfully by his side. Her eyes were bright with unshed tears as she sat listening to his breathing and awaiting with prayerful lips that his condition might take a turn for the better. It came at last, and as he passed the critical stage the doctor said:

"He will live."

"Thank God," said Maysie, as she fell in a swoon.

It was feared that she must succumb to the terrible ordeal she had gone through, but after a few days she had sufficiently recovered to get up. Jack in the meanwhile had regained consciousness, but his nurse would not permit him to talk. Finally, determined to learn why he was confined to his bed, he said:

"I will not keep quiet any longer. I am going to talk until I know how long I have been sick. What day is this? Is Miss Cleveland well? Is my ailment contagious? Where is my chum, Mr. Cressler?"

"I will tell you provided you try to go to sleep. You need quiet and rest now."

"I'll try," said Jack.

"You have been sick eleven days; this is Friday; Miss Cleveland is well, and has been with you almost constantly; you have had brain fever; Mr. Cressler has taken other quarters temporarily during your illness. Now go to sleep."

Jack fell into a refreshing doze and was

left alone by the nurse, who went to report his favorable symptoms to Maysie, who showed the happiness she felt by kissing her.

"Now for a little work that will restore his spirits," she said, going to a wardrobe and putting on a street dress.

Carefully she folded several papers and placed them in her dress, then went out upon the street in the direction of the superintendent's office. Determination was written in every line of her pretty face as she ascended the steps, and a general hum of admiration went up from all the clerks as she approached the chief clerk's table in the superintendent's office.

"I would like to speak to the superintendent," she said, laying her card upon his table. "My business is urgent."

Maysie was admitted at once by the superintendent, who greeted her affably and asked her to be seated. She did not take the proffered chair, but stood before him and began her errand at once.

"I have here a message ordering Mr. Hammond to report at this office on last Tuesday a week."

"Yes, yes; I believe that he boarded with you. Has he left his account unsettled?" rubbing his hands together.

"No sir; Mr. Hammond is not that sort of man. He took ill of brain fever and has been near death's door until today. He was unable to come, and I have appointed myself to act in his stead."

"Ah, then you have brought his keys, books, etc., to deliver to us?"

"Since you are willing to accept them from me you acknowledge me as his representative. Please tell me what charges are preferred against him."

"That was very clever, Miss Cleveland, and does not give me any chance to ask by what right you represent him; still, I will acknowledge myself caught and say to you that an error in his report of the 10th inst, which, by the way, was the second, was the cause of his dismissal."

"In justice to Mr. Hammond, will you permit me to examine that report?" she said, appealingly.

"Yes, Miss Cleveland; I will wire Mr. Sterling to forward it at once. You may come in tomorrow afternoon and you may then see it."



The hours never seemed to drag so slowly as the time she was compelled to wait. She was not permitted to see Jack awake, and only an occasional look at him while sleeping. At the appointed hour she was again at the door of the superintendent's office and was shown in without delay.

"Good afternoon, Miss Cleveland. By the way, I learn that your father was one of this company's most esteemed conductors at one time and before my coming here."

Maysie thanked him for his kind expressions of her poor father.

"And—Oh, yes; you came to see that report. I am very sorry, but you will find that there is an indisputable error in the initial of car number 17842. The line operating that series of numbers does not have a box car in that series. It is clearly an error, you see."

Maysie was busy examining and comparing the writing with that of other initials. Walking to the light, she held the paper so that she could see its surface. Then turning to the superintendent, she said:

"Please look at the surface of the paper under those initials. It shows that an erasure has been made."

"Well," said the superintendent inquiringly, "what does that signify? Has Mr. Hammond never made an error that he should make use of an eraser?"

"Never in his reports, sir," said Maysie determinedly.

"He must be a remarkable man in your eyes," said the superintendent, smiling.

Maysie paid no attention to the gentle hint of her devotion and faith in Jack, but said:

"That paper has been tampered with by someone since it left his hands."

"I cannot believe that."

"I have the proofs!"

"Produce them; I must have proofs."

"Here are the duplicates of every report with carbon sheets and key letters in the margin. Compare them as carefully as you will then say whether you find the initials in the duplicate are the same as those in the report of the 10th inst."

He was evidently satisfied, for he arose

and paced the floor at some length before speaking.

"Miss Cleveland, Mr. Hammond has an enemy who is too contemptible to live. I shall investigate this matter further, and when I find the guilty man I shall brand him. Tell Mr. Hammond he has my sincere sympathy and best wishes for his recovery. Tell him, too, that I have a better run for him when he recovers. One question suggests itself to my mind: At what time did Mr. Hammond deliver his report of the 10th, do you know this?"

"He entrusted it to his roommate, Mr. Cressler, who delivered it; Mr. Cressler is employed in the locomotive department as fireman on engine 345."

"Do you know if they are good friends?"

"I have imagined that Mr. Cressler is Mr. Hammond's enemy, but I have no definite reason for saying so. I am simply impressed that it is so."

"I see; well, that's all."

The superintendent accompanied her to the door and bade her good-bye, after which he again took his seat at his desk, where he touched a button summoning his clerk.

"Mr. Thomas, ask Mr. Sterling to send me the report of trains 55 of the 5th, and 54 of the 10. Also notify Mr. Higgins that I want Mr. Cressler to report at my office on Monday at 9 o'clock."

"Yes, sir," he said, making a note of the orders.

Maysie's feet fairly flew over the pavement on her way home. She longed to tell Jack of the good news she had in store for him. Her eyes sparkled with excitement and a flush of pleasure overspread her face as she ran up the steps of her home.

"Why, daughter, where have you been? Jack is awake and the nurse says you may see him."

"Oh, mother, I have such good news for him."

"Oh, then you were—did the superintendent reinstate him?"

"Yes."

"He will be so glad, I am sure."

Maysie tripped lightly up the stairs and entered the room where Jack lay propped up on pillows.

"Jack, dear," she exclaimed, kneeling by his side.

"Maysie!"

"You have been awfully ill; you feel better now, don't you?"

"Yes, and nurse tells me that I owe my life to your care. You were by my side night and day. I can only repay you with love."

"And that is enough for any woman."

After that Jack's recovery was something remarkable. The men who had been his associates came in every day and cheered him up. Yet something seemed lacking. One evening when he and Maysie were quite alone he said;

"Maysie, dearest, I am worried, perhaps without reason, but do you know I have been dismissed, and while I feel that I shall be able to prove that my second alleged offense is the act of someone who bears me ill will, I suffer with the thought that at this moment I am looked upon as one who has left the country in contempt for the orders of my superior officer, who ordered me to report two weeks ago?"

It was then that Maysie told him of her intercession in his behalf and what the superintendent had promised him. While they were still talking over her kindness a name was announced below, and soon there was shown into the sick chamber a guest whom Jack recognized at once as his superintendent. Coming close he held out his hand and said;

"Jack, my boy, I am sorry to see you so pale and thin. You have had a tough run, but I have another for you when you come back that will be better than the one you had."

Jack pressed his hand and thanked him,

"Have you any idea who your evil genius was that changed your reports?"

"I have not. I have not an enemy in the world to my knowledge."

"Shall I tell you?"

"Yes; I would like to know," said Jack, brightening.

"Well, I called your chum into my office and confronted him with the evidence I have been gathering. I learned all about the incident of your taking his place on the engine. I know of your sending your report of the 10th in his care. Together with several other incidents which I made use of in coming to a conclusion, I confronted him with the evidence I had and succeeded in getting an admission of guilt from him. You will not see him again, for he has left for parts unknown."

Jack said nothing, but it was easy to see that he was pained to learn of the unfaithfulness of his friend and classmate.

"By the way, Mr. Hammond, I suppose you will want a vacation and incidentally transportation for two or more before many months," he said, with a twinkle in his eye. "Do not hesitate to ask me for anything you need. A trip to New York and Boston would be nice, don't you think?"

Maysie blushed furiously, and Jack stammered:

"I will thank you to have it ready about June 15. Isn't that right, Maysie?"

"Yes."

They were traveling over that smoothest of roadbeds amid luxuriant surroundings on the Lake Shore & Michigan Southern railway two months later on their wedding tour. Jack had just finished recounting his experience on this same line nearly four years before. Their eyes met for a moment, then Jack said:

"Maysie, it was your duplicate reports that saved me."



## THE CITY OF SAN DIEGO.

In the exhibit rooms of the San Diego Chamber of Commerce is a bronze cannon, which was cast at Manila in 1783, having been brought to San Diego as a part of its defense when all this fair land

was under the dominion of Spain. The San Diego of those days is now spoken of as Old Town, where may be seen a few modern buildings surrounded by many ruined adobes. The old mission bells are



**WHERE VINES AND PLANTS GROW AND BLOOM FROM JANUARY TO DECEMBER.**



**OLD MISSION, SAN DIEGO—THE FIRST ESTABLISHED IN CALIFORNIA.**

suspended from a wooden frame near the little church, not far from which is the fairly preserved building in which Ramona was married. About three miles up the valley Father Junipero Serra founded the first mission in California, July 16th, 1769. Today the Sisters of St. Joseph maintain a school for Indian children there; and are always ready and willing to show visitors around the crumbling ruins of the old mission buildings.

Your attention will be called to the first olive trees planted in California, the scions of many hundred orchards; the picturesque old dam across the San Diego river, built by the early fathers; the long tunnel leading from the Mission buildings to a point in the valley where water could be obtained, the excavation of which was made necessary by the padres and their converts at a time when the place was surrounded and besieged by hostile Indians. If you have time to tarry you may hear many interesting stories of early days.

Between Old San Diego and the entrance to the bay is La Playa, the landing place for San Diego described in Richard Henry Dana's "Two Years Before the Mast," now a Portuguese fishing village, which you will want to visit.

Do not forget to take your kodaks on all these trips for there are many bits of scenery and points of interest of which you will be glad to preserve a photographic record.

\* \* \* \*

To the geologist, or the lover of nature, Point Loma, the time-worn, grand old ridge guarding San Diego bay, calls for many visits. The road is one of the best in the bay region and affords a delightful outing. From near the old light-house on the Point you have a view of the Peninsula of Coronado, with its big hotel, surrounded by charming seaside homes. A narrow thread of golden sand runs south from Hotel del Coronado to the head of the bay, beyond which the most notable feature of the landscape is Table Mountain in Mexico. Dotted in the sea, off the Mexican coast, are the Coronado Islands; Corpus Christi, with its sarcophagus-like form, attracting immediate attention. Directly at your feet is the entrance to the bay, the channel quickly

widening out into a beautiful sheet of water miles in length, with scarcely a ripple to mar its surface. Along the eastern shore of the bay the business blocks and homes of San Diego trend upward, covering the slopes and crowning the hills over a large area. Beyond the city the land gradually rises to the mesas and mountains—one of the grandest views the world over.

A large hotel, in the Moorish style of architecture, open to the public, occupies a prominent position, near which is a unique and beautiful temple of music. The immense glass dome is encircled by a wide balcony, which commands a wonderful view of ocean, bay, mesa and mountain. A number of conveniently arranged buildings provide comfortable quarters for the scores of orphan children being cared for by this society. To witness the commendable efforts being put forth for these little ones will enlist your sympathies and add great pleasure to the visit. Amid such grand surroundings and with such forces at work Point Loma Homestead, as the resort is called, must soon take its place as one of the great attractions of the Southwest.

\* \* \* \*

Leaving San Diego on the "Lemon Special" over the National City & Otay Railway, you pass through National City, a village of pleasant homes, the principal industry being lemon packing, the manufacture of citric acid, oil of lemon, komel and other by-products of the lemon, orange and grape fruit. Crossing the valley of the Sweetwater you are in Chula Vista, a tract containing several thousand acres of land, divided, for the most part, into ten-acre holdings, which are set out to lemons, oranges and grapefruit. By a contract with the company selling the land, the houses built were not to cost less than \$2,500, hence you will see here an unusual number of handsome residences.

Another thing that lends interest to the visit is the fact that you are in the lemon belt of America, the largest lemon orchard in the world being located at this point. During the past season several hundred car-loads of lemons were shipped through San Diego to the North and East.

Five or six miles beyond Chula Vista,



**HOTEL AND TEMPLE OF MUSIC, POINT LOMA HOMESTEAD.**



**MAIN EXHIBIT ROOM, SAN DIEGO CHAMBER OF COMMERCE.**

after having passed through the villages of Otay and Nestor, at the head of the bay, both favored localities, the train stops at the Monument marking the boundary line between the United States and Mexico. One step and you are in foreign territory. Driving or walking across the bed of the Tijuana river, which generally runs upside down, you arrive at the Mexican village of Tijuana, where you can purchase Indian pottery, Mexican curios, drawn work, cigars, etc., write a postal or letter to your friends away, and thus afford them proof of your trip to Mexico. Returning you will have an opportunity to visit the famous Sweetwater dam and the auxiliary system of pumping works, which furnish a plentiful supply of water for Chula Vista and National City. To make assurance doubly sure in the way of a water supply, the lands above described have been recently connected with the Otay reservoir, a part of the Southern California Mountain Water Company's system.

\* \* \* \*

Passing out of San Diego, along the boulevard leading to National City, you will have time to diverge from the main road for a trip to Paradise Valley. Here may be seen the beautiful home of Ralph Granger, whose collection of famous violins is the envy of many connoisseurs. One can understand what contentment means to live amid such surroundings. Leaving the Citric Acid, Oil of Lemon and Olive Oil factories on your right, you drive over a good road to Chula Vista, through which place you passed on your trip to Tijuana. This time, however, you go nearer the sea, the fresh ocean breeze coming to you laden with the perfume of lemon and orange blossoms. Leaving Chula Vista you skirt the head of the bay passing by the comfortable-appearing homes of many lemon and orange growers, then comes the boulevard, built along that narrow stretch of land between bay and ocean—the waters of one so still, the other so restless. The air is cool and bracing. Your horses are no longer tired, but trot gaily along toward the Tented City and California's most attractive tourist resort, Hotel del Coronado. Here you can lunch, rest, enjoy a plunge in the surf, or a swim in the tanks, and then for

San Diego, crossing by ferry. A delightful trip from start to finish, and one that may be repeated with enjoyment many times. The pictures taken on the trip will fill a whole album.

\* \* \* \*

Just across the bay from San Diego is Amerita's greatest summer and winter resort, Coronado Beach. The peninsula of Coronado, with its charming environment, is peculiarly adapted to the purposes of a great pleasure resort. There is nothing approaching it the entire length of the Pacific Coast, and none of the famous Atlantic resorts equal this fair spot in natural attractions.

Hotel del Coronado, though completely equipped for a thousand guests when built, has been improved each year. Nothing is left undone by the management that can in any way contribute to the comfort and entertainment of the guests. The chef has a national reputation; the service is perfect. It is worth journeying across the continent just to spend a moonlight evening at Coronado. Seated on the south veranda of that queen of all hotels, you can see, but a short distance away, the smooth surface of San Diego Bay, gleaming like a lake of burnished silver in the moonlight; while to the west, but a stone's throw distant, the rollers of the Pacific come rushing in. Upward curls the water, and, as the waves break, each drop catches a moonbeam and hurls it landward, a constant shower of stars, to which the booming surf lends additional interest. 'Tis grand, beautiful beyond description. Winter or summer, Coronado is equally delightful.

In accommodating the pleasure-loving public, the Coronado Beach management has, at great expense, prepared and set aside a portion of its land just between bay and ocean, about half a mile south of the Hotel, as a special resort for visitors from the interior and neighboring states, who do not care for hotel life and yet wish to enjoy the many privileges offered at this attractive resort. Here you may pitch your own tent, or rent one already furnished, and it is probable that the City of Tents will, ere long, develop into a village of picturesque tiled-roof cottages, built around courts or patios, filled with palms and beautiful flowering plants. In





**MINING BUREAU, SAN DIEGO CHAMBER OF COMMERCE.**



**TENT CITY, CORONADO BEACH—THE GREAT SUMMER RESORT OF THE PACIFIC COAST.**

this delightful region, summer or winter, you may, at but little expense, enjoy life to the full, walking, golfing, wheeling, driving, fishing, shooting, boating, swimming, gaining in health and strength with each day's sojourn.

\* \* \* \*

In springtime, after a winter of average rainfall, the hills, valleys and mountains near San Diego are covered with wild flowers in variety and beauty beyond description. The sweet smelling, honey-producing sage abounds everywhere. The slopes of San Ysidro, on the border line between the United States and Mexico, are a wonderfully rich field for botanists. As to the culture of exotics, visit the court at Hotel del Coronado and see what has been done there in a few years' time. Note the luxuriant growth of the palms and other tropical and semi-tropical trees, shrubs and vines, then inspect some of the private grounds in San Diego, with their wealth of beautiful plant life, and it will be seen how easy it is in this favored region for people who are fond of gardening to surround their homes with beautiful plants and flowers, fragrant with the sweetest perfume. The cactus, which we are inclined to associate with a

sickly, thorny looking plant, luxuriates in this delightful climate; some of the varieties produce beautiful flowers, while all are interesting. They are a growth that is easy to start and will well repay the care given them. The chollas and other varieties cover what otherwise would be barren territory, affording a breeding place and protection for the numerous flocks of quail that have made the foothills a sportsman's paradise.

Among the useful trees that do well in the Bay region is the Mulberry, upon the leaves of which the silkworm thrives; and the same climatic advantages that conduce to the health of man would seem to affect these tireless workers, for there is practically no disease among the silkworms developed here. They grow to be large and spin a strong, beautiful silk, making possible a great home industry. In the San Diego Chamber of Commerce may be seen a most interesting exhibit of cocoons and silk, produced within the city limits.

The varieties of sea-weed to be found off this coast are beautiful in form and coloring. Days and weeks may be spent by the interested collector in securing and mounting specimens for his cabinet.



## PROGRESSIVE FORM OF QUESTIONS AND ANSWERS ON THE AIR BRAKE.

EDITED BY GEORGE R. PARKER.

Courtesy F. M. Nellis, Secy. Air Brake Ass'n.

[NOTE.—This department is open for the benefit of our members, and any questions asked should pertain directly to the lesson or which has been printed. Address all communications to THE RAILWAY CONDUCTOR.]

Q.—291. In case of a train parting between air-braked cars on the head end, the train being partially equipped, say 5 air-braked and 25 non-air-braked cars, what should the engineer do?

A.—Close the engine throttle immediately and place the brake valve handle on lap position.

Q.—292. Why not try to pull away from the rear end of the train?

A.—He could not get away a safe distance, and a short distance would only increase the violence of running together. By shutting off steam immediately the distance of separation would be short and the shock of running together would be proportionately slight, both sections of the train being in motion at the time.

Q.—293. Upon coupling up after parting a train of air-braked cars, should the rear brakes refuse to release in any number, would it be advisable to "bleed" them off?



**HOTEL DEL CORONADO.**



**A COUNTRY HOME.**

A.—No; by so doing we have no assurance that the engine is cut into the rear end of the train. They should in all cases be released by the engineer.

Q.—294. What should he do to release them?

A.—Place the brake valve handle on lap position and secure excess pressure; by throwing this into the train pipe quickly it should release them if they are all cut in.

Q.—295. Where two or more engines are coupled to a train which engineer should operate the brakes?

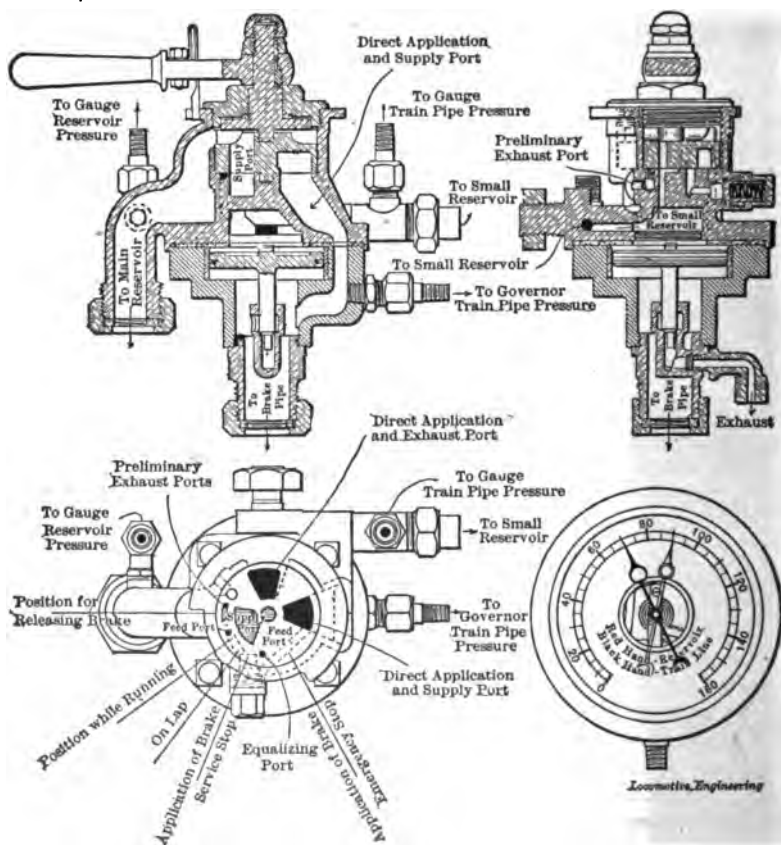
A.—The one on the lead engine always.

Q.—296. How should the other engineers proceed?

A.—Close the stop cock in the train pipe below the brake valve, carry the brake valve handle in running position and run the pump as if they were operating the brakes. If the engine is not supplied with a cut-out cock, the brake valve handle should be placed on lap position. The air pump should also be run slower in this case.

Q.—297. If the second engine is not provided with a stop cock in the train pipe for double heading, is it advisable to plug up the train pipe exhaust of the brake valve.

A.—No. When the lead engine cuts off from the train, if the second engineer fails to remove the plug it might prove dangerous. Fatal accidents have resulted from this cause, and it is better not to require the engineer to run any unnecessary risk. Stop cocks are furnished with all brake valves, to be used for this purpose, and they should be used.



ENGINEER'S BRAKE AND EQUALIZING DISCHARGE VALVE.  
D 8 MODEL.

**Q.—298.** In case of an emergency, how should the brake valve be handled?

**A.**—It should be moved to the emergency position and allowed to remain there until either the train stops or the danger is past. Sand should also be applied to the rail.

**Q.—299.** Would it not be better to return the handle to lap position after a quick reduction has been made? The object being to save train pipe pressure to assist in releasing.

**A.**—No. There might be some cars with plain triple valves in the train, or quick-action triples that are cut out or have the quick action feature blocked. If enough of these are together quick-action would not jump them, and all brakes would not be fully applied. There is also a possibility of the rush of air from the rear to the head end of the train, causing the head brakes to release. The first consideration in a case of emergency is to stop, and to do that as quickly and surely as possible the handle should be left in the emergency position.



COURT OF PALMS, HOTEL DEL CORONADO.

**Q.—300.** If the engineer had the brakes partially applied in service application, as if merely to reduce speed over bad track, and should be suddenly flagged, what should he do?

**A.**—Put the valve handle in the emergency position and leave it there until stopped, the same as before.

**Q.—301.** Would he get quick action under those circumstances?

**A.**—That depends on the amount of reduction made in service and the length of the piston travel. With only a light reduction and standard or long travel, he would get partial quick action, but would not get full quick-action brake cylinder pressure. With short travel or heavy reduction in service he would not get quick action, but would get a full service application.

**Q.—302.** Could he gain anything by placing the handle in release position for a moment before going to the emergency position?

A.—No; it would be dangerous to do so. Such an action would release the brakes when they were needed most, would make them slower to apply by overcharging the train pipe, and when applied they would be even weaker than a service application would have been at the start.

Q.—303. If the engineer had the brakes applied with a 25-pound service application and was flagged, would it be policy for him to put the brake valve in the emergency position?

A.—Yes; if it was a case of emergency. Possibly some of the brakes have leaked partly off. The emergency application would set them fully again.

Q.—304. If the engineer was handling a partially equipped train, as was mentioned in a preceding question, and was flagged in such a manner as to require an emergency application to stop in time, would it be policy for him to first bunch the slack of the train before going to the emergency?

A.—No. So doing would destroy part of the brake power that he needs. A few drawheads are easier and cheaper to replace than a whole caboose or an engine.

Q.—305. In a case of emergency, should an engineer reverse the engine if it is equipped with a driver brake?

A.—No. Even if it is a poor brake, the wheels will lock and slide, and sliding wheels would not hold as much as if they were revolving. If the driver brake holds at all the engine should not be reversed.

Q.—306. In case the brakes are applied suddenly from the train, what should the engineer do?

A.—Place the brake valve handle on lap position until a signal is given to release the brakes.

Q.—307. Why is this done?

A.—To maintain the main drum pressure and prevent its escape, thereby providing for a prompt release of the brakes.

Q.—308. How should the conductor's valve be operated when necessary?

A.—It should be pulled wide open and held open until the train stops, and then before leaving it the valve should be closed.

Q.—309. Why is it necessary to hold the conductor's valve open until the train is stopped, if it is used?

A.—Because if it is closed and the engineer has not placed the brake valve on lap position, the brakes will release.

Q.—310. What does this valve do when it is opened?

A.—It simply makes an opening from the train pipe to the atmosphere very much the same way as would be done if an angle cock is opened.

Q.—311. Can brakes be released by the conductor's valve?

A.—Not by the use of the conductor's valve alone. It must be remembered that to release brakes it is necessary to either put air into the train pipe or take it out of the auxiliary reservoirs. The conductor's valve will not do either of these.

Q.—312. Should the brakes apply suddenly, without the aid of the engineer or train crew, what should be looked for?

A.—Either a bursted hose or the train parted.

Q.—313. In the event of a bursted hose on a passenger train and there was no extra hose in the supply box, what could be done?

A.—Remove the hose from the rear end of the last car and use it.

Q.—314. Should the cross-over pipe be broken, is it necessary to shift this car to the rear of the train?

A.—No. If the break is between the stop cock and the triple valve, the stop cock should be closed and the release valve opened. If the pipe is broken between the stop cock and the main train pipe, it may be plugged to good advantage.

Q.—315. In passenger service, if the train pipe should burst or be broken, should the car be shifted to the rear of the train?

A.—Not necessarily. A section of freight hose can be telescoped over the broken pipe and wrapped with a bell cord. Again, air may be made to pass to the rear



through the signal pipe on the disabled car by the use of combination signal and train pipe couplings, which will allow of the signal pipe of the disabled car being attached to the train pipe of its adjoining cars. It is the general practice, however, to switch such cars to the rear on account of the lack of the material to make the changes mentioned.

Q.—316. When such a car is put on the rear end of a passenger train, what precautions should be taken?

A.—The hose should be coupled between it and the car ahead of it, and the angle cock opened on the car ahead, but the angle cock on the disabled car closed. This keeps air pressure in the hose couplings, and if the train should part there the brakes would apply on the head section. It is also good practice to have a man remain on the disabled car all the time if practicable.

Q.—317. In assisting the engineer with hand brakes, where the train is only partially equipped with air brakes, where should the hand brakes be set?

A.—Immediately behind the air-braked cars.

Q.—318. Why not near the rear end of the train?

A.—Because of the liability of breaking in two if the engineer releases when going slowly.

Q.—319. In setting off cars what should be done?

A.—The stop cocks, or angle cocks, should be closed first and the hose parted by hand and hung up properly, the car set in the side track, the air brake released if applied, and the hand brake set before leaving it.

Q.—320. Why not set the hand brake before releasing the air brake?

A.—On some cars it would be set too tight and be liable to break the chair, when the pressure on the piston of the brake cylinder was released; on others it would not be set at all.

Q.—321. Where cars are to be left alone for any length of time on a grade and have the air brakes applied, what should be done?

A.—The air brakes should be released and hand brakes set.

Q.—322. What is the proper way to release a brake with the release valve?

A.—The release valve should be held open only until the air commences to escape from the triple valve. It should then be closed, as if it is held open longer it has a tendency to set the other brakes.

Q.—323. In picking up cars, if they are found cut out, is it an assurance that the brakes are in bad order on those cars?

A.—No; they should be cut in and tested, unless it is plainly seen that they are in bad order.

Q.—324. When is it permissible to cut out cars?

A.—Only when they are in such condition as to render it impossible to operate them.

Q.—325. Are small leaks sufficient cause for cutting out cars?

A.—No; only when they are of such size that the air pump cannot supply them.

Q.—326. If there are numerous small leaks throughout the train, and combined they make sufficient leakage to prevent the pump from making the required amount of air pressure, which cars should be cut out first?

A.—The worst leaks; if that is not sufficient or all leaks about the same size, then the poorest brakes, not more than three or four consecutive cars being cut out, however. If possible the cut-out cars should be distributed throughout the train.

[TO BE CONTINUED.]



## \*AT MARYMERE RANCH.

"Percy Hyatt, by all that's great!"

Hyatt slid stiffly from the back of his jaded broncho and grasped the hand extended by the superintendent of Marymere Ranch.

Dunlap turned his guest's horse over to one of the cowboys, and drew Hyatt into the great square room which served as office for the superintendent, and lounging room for the guests who came in search of the game for which Marymere was famous.

The two men grinned at each other silently for a few seconds, then shook hands again.

"Three years, Hyatt! I'd about made up my mind, by Jove, you were never coming back, and here you drop in without a warning! A nice note if I'd been out on the range!"

"Oh, but I knew you wouldn't—under the cir—"

Hyatt paused awkwardly. His face flushed, and he saw with relief that Dunlap had not noticed the slip. The latter was tossing various articles of raiment out of the most comfortable chair, to offer it to his friend.

"The mater would have a fit if she knew you were here. I sent her down to Cheyenne for a week or two. Fact is—" It was Dunlap's turn to pause and look embarrassed. "I say, old man, I'm jolly glad to see you, but I'd give a bunch of yearlings if you weren't a newspaper man."

"The leopard cannot change his spots, even to oblige his friends. Are newspaper men under the ban at Marymere?" A note of anxiety underlay the banter in Hyatt's voice.

Dunlap stretched his long legs and stared down at his friend.

"To tell the truth, just now—yes. Robert G. Shaw, president of the L. & G., is coming down here for a shoot, and a newspaper man is about the last person he'll want to see. Fact is, he's running away from you fellows."

Hyatt's eyes narrowed to a mere slit. He was not sure which card to play.

"Robert Shaw—oh, yes, he's the fellow

that's trying to engineer the consolidation between the L. & G. and the D. & F. Great scheme! Would give him direct communication between New York and Puget Sound. Close-mouthed chap! We had a man on his trail last week in Chicago, but didn't get a thing. What brings him to Marymere?"

"I told you—game, recreation, and freedom from just such fellows as you."

"Thanks, awfully! But there's no need of his knowing me as a newspaper man off on a much-needed vacation. Can't I join the ranks of your riders?"

Dunlap studied the lithe, almost delicate physique of the Chicago man and shook his head. "You don't fill the part."

"Well, say, I'm not going to run away from a measly railroad president after coming a thousand miles to see the only man worth such a journey. I'll turn in and act as your secretary. Hyatt glanced at Dunlap's disorderly desk and laughed. "I think you need one."

"That's the very thing. Personally, I don't give a rap about Shaw, but I'd hate to have him think that a newspaper man was here spying on his movements. You make yourself comfortable and I'll have Pete fix up an extra bunk in my room. Shaw's party will need three rooms, and you know this is no palace."

The hospitable Dunlap hurried off. Hyatt absently picked up the tongs and turned the log which burned year in and year out at Marymere. The newspaper man felt uncomfortable. He had not been in the business long enough to sacrifice friendship for the juggernaut of journalistic enterprise.

"Spying on his movements!" Hyatt realized his true position.

His friendship with Dunlap was responsible for his having been sent out by the managing editor of the Globe to follow President Shaw. The managing editor had told him it was the chance of his life. He was to watch every letter, every message received by the railroad operator, and the arrival of any other capitalists on the scene would be the signal for a sensational story.

\*Richard Sargeant in Junior Munsey.

No man was attracting more general attention in the railroad world at this moment than Robert G. Shaw. Reporters from other papers would follow him, but they would get no further than the railroad terminus, Jackson's Hole, while a friendship founded and cemented in college days was the open sesame of Percy Hyatt and the Globe to Marymere ranch. It might mean a gigantic scoop for the Globe, and yet—no thorough-going reporter should flinch before the prospect of a broken friendship. Hyatt rose abruptly and sought consolation in his pipe.

The next afternoon President Shaw's party arrived by stage from Jackson's Hole. Hyatt was at Dunlap's side to receive them.

His keen reportorial instinct summed up the two men at a single glance. Shaw was a westerner, country bred, of moderate height, with square shoulders, a clean shaven face save for a stubby mustache, a mouth rather large but firm, keen, alert eyes and a high forehead—a man who would unconcernedly wear a silk hat with a sack suit, and drive his guests about Denver in a hired victoria, with an unliveried coachman. Such was the railroad manipulator who had given eastern capitalists a severe shock.

Ford, his secretary, was a dapper little fellow, well groomed and immaculately dressed—a man who would place beyond his religious views the custom of cold bathing and ten minutes' exercise with the dumb-bells and clubs. He looked forty-five, but was probably nearer fifty. Keen, alert, like his employer, he appeared the ideal secretary for a man of affairs.

But Hyatt, looking past the men to the girl who was gracefully acknowledging Dunlap's rather heavy greeting, forgot railroads and their presidents, newspapers and their assignments. He saw only a slender, youthful figure, clad in a smart gray traveling gown; a small oval face, with deep, wistful brown eyes; hair almost red gold, topped by a coquettish mountain hat. Trim and neat, self-possessed and gracious, she formed a striking contrast to her slovenly, brusque parent.

"The devil!" groaned Dunlap, when

he had a moment alone with his 'secretary.' "If I'd known the girl was coming I'd never let the mater go to Cheyenne."

Hyatt's eyes were twinkling.

"She doesn't seem the least embarrassed. I don't believe she's the sort of girl who needs a chaperon."

"I guess you're right. She will be worth her millions some day, to say nothing of having been abroad two seasons and being up in all the fads of the day. As for us fellows, we'll be dust under her feet, that's all."

But in spite of Dunlap's uncomplimentary prophecy, Miss Anita Shaw seemed to take more than passing notice of the "dust under her feet." She fraternized cordially with every one about the ranch, from the superintendent himself to Ah Lung, who washed for "the gang" and did general chores.

Dunlap marveled at her adaptability, but, being engaged to a sweet little girl in Cheyenne, he wisely refrained from extending even his finger tips toward the fire. After selecting the safest horse on the ranch for Miss Shaw to ride, and ordering Ah Lung to keep her room immaculate on the penalty of death and burial on these heathen shores, he left the task of entertainment to Hyatt.

The newspaper man accepted this added burden to his nominal duties as "secretary" with praiseworthy complacency. While Shaw and his secretary, Ford, went on long tramps after big game and the wily mountain trout, Hyatt initiated Miss Shaw into the mysteries of the rough mountain life, the wild trails up mountainsides, the intricacies of fly-fishing, and the whole-hearted existence of the cowboys.

Shaw had evidently lost interest in railroad amalgamations. Hyatt noted his indifference to business affairs with a great and holy joy. The burden of guilt rolled from his mind. He was at peace with the world.

There was absolutely nothing to wire to the Globe, and little he cared that the managing editor was foaming over the lack of news from Marymere.

Life gradually took on a rose-colored hue more suggestive of the Italy of which Miss Anita Shaw loved to talk and dream

than of the rough western ranch among towering peaks and icy streams, where these two young people had blindly walked into a love story of their own. Two weeks of constant and unconventional comradeship had done their work, and there came a night when Hyatt and Miss Shaw, sitting alone in the angle of Marymere's broad porch, turned strangely silent.

The nights at Marymere are always chilly, and Anita, swathed in a rich fur cape, looked unusually delicate and girlish as the moonlight fell upon her motionless figure. Hyatt had been smoking steadily as he gazed at the lake. Suddenly he tossed his cigar, like a tiny rocket, toward the lapping waters, and swung round to face the girl.

Ford, Shaw, Dunlap and one of the men were playing poker in the office. Anita, waking to a sense of their utter isolation, made a desperate effort to break the pregnant silence.

"Did you hear about Mr. Ford's telegram?"

"No; anything important?" replied Hyatt, wishing the untimely and unpropitious topic of conversation was at the bottom of the lake.

"Yes, rather. It means we can start for home tomorrow." Hyatt's throat turned dry. His lips set more firmly. "Everything is settled," she continued.

Hyatt suddenly felt as if everything had been hurled into chaos. The significance of her last words was lost upon him. He could think of but one thing. Tomorrow "they" were going home.

When should he see her again? The distance between Denver and Chicago was bad enough, but the chasm which yawned between their stations, socially and financially, was even greater.

What Dunlap had said about her prospective millions rang in his ears. And yet her father might fail, and then—

Hyatt rose nervously and strove to shake off the temptation, but the girl raised her eyes to his, and he threw discretion to the winds. The words of love rushed to his lips and went straight to the heart of Anita.

He had meant to say many things—to make clear his utter unworthiness, the barrier of wealth and social standing

which stood between them—but the tender face of the girl, so temptingly close to his own, the light in her eyes, the naive yielding of her slender figure to his first embrace, drove all such thoughts from his mind.

There remained but one fact. She loved him.

They crossed to the rough hewn railing. His arm was still about her, his hand held hers, and her voice fell softly on his ear.

"I have never cared for Denver, and I almost believe I could be happier here with you than in any big city."

Hyatt moved uneasily. She was bringing him back to stern realities. She thought he belonged here—was a part of this broad, primeval life.

"But we may have to go to New York now. You see, everything is settled."

Hyatt started at the reiteration.

"The deal with the D. & D. You see, Mr. Ford is not really papa's secretary. He is H. J. Fordham, president of the D. & F." Hyatt gasped. "Yes, isn't it funny? He traveled out here incog, so he and papa could discuss the consolidation in peace and quiet. It has worked like a charm. Everything's straightened out. Oh, it's been a great two weeks for dear old daddy."

A great light entered Hyatt's mind. He had been blind for two long weeks, but the reportorial instinct was alive within him now.

The "scoop" for which he had been sent to Marymere was within his grasp, yet he dared not close his hand upon it. Something held him back—the light of a woman's eyes, the love of a woman's pure soul.

If he failed to telegraph the great news to the Globe, he would break faith with his employer. If he did send it, he would betray the woman who had just promised to be his wife,

Restlessly he paced the porch. His face no longer bore the sign of love's triumph, but gleamed white and set in the cold moonlight. The reporter and the lover were having in out between them.

Mentally, he figured on the time necessary to reach Jackson's Hole, the chances of outwitting the few reporters who still hung around the railroad terminus. Then

he turned and saw the girl's wondering face as she leaned a trifle unsteadily against the railing. Once more he drew her to his breast.

"Nita," he whispered, unconsciously adopting the diminutive her father used, "I cannot go to your father until I've told you the truth about myself. I'm not a secretary, either, but a cad, an impostor. I am a reporter on the Chicago Globe, sent out here to follow your father's every move."

Anita shivered slightly and would have drawn away from him, but he clasped her closer.

"No, I've never sent a line to the paper, and I never will. There are other reporters down at the Hole, but every last one of them may scoop me, and then I'll send in my resignation to the Globe. Perhaps you don't understand what that means for—us. I'll be voted a wretched newspaper man. I had big hopes in that direction. Can you wait until I've made a start at something else?"

What Anita said was drowned in a chuckle which sounded at Hyatt's elbow. The two young people started apart guiltily. Engrossed in their own happiness, they had not observed that the poker party had broken up. Mr. Shaw, cigar in hand, stood watching them, the amused look on his face gradually changing to something more serious, almost tender.

"I hate to spoil your heroics, Hyatt, but there is really no necessity for further secrecy. There is no stock gambling back of this deal, and the only question is, will you take the forty mile ride to Ringer's Gulch and wire your paper from there? If you do, you can scoop every one of those chaps lounging 'round Jackson's Hole."

"Will I?" echoed Hyatt.

His voice quivered with excitement. He could hardly wait to saddle a horse. Shaw laid a friendly hand on the young man's arm.

"Wait a moment, my lad. I think you owe me another explanation before you leave us."

Hyatt turned and took Anita's hand in his.

"I hope you won't think us hasty or foolish, Mr. Shaw. We've known each other such a short time, but this secluded corner is different from the big outside world——"

"Yes, the air is more rare," drily interrupted Mr. Shaw. "It sometimes goes to people's heads."

"I know it was a tremendously cheeky thing for me to do, but I'm young yet, and with such a start as this and Anita's love, I'm sure to rise."

Shaw's hand shook a trifle as he flicked the ashes from his cigar.

"Anita has her father well trained, you see, and I don't mind saying, after your manly confession regarding the consolidation, that I'm more than satisfied to let my little girl have her own way. And now that I've lost Ford as my secretary"—there was a kindly twinkle in the railroad operator's eyes—"I need a new one. If I give you the job, perhaps we can manage to keep further information of importance in the family. At least, I'll feel safer than with you on the Globe."

"One thing more, Mr. Shaw; my friend Dunlap knew nothing of my mission here. He's square and aboveboard always."

Mr. Shaw nodded his head and lighted a fresh cigar. Ten minutes later father and daughter stood arm in arm, watching Hyatt riding away in the moonlight towards Ringer's Gulch.

The president of the new consolidated from New York to Puget Sound seemed lost in thought. Suddenly he bent over and kissed his daughter.

"Square and aboveboard! That fits the lad himself, only he doesn't seem to realize it. Nita, my girl, I'm glad we came to Marymere."



### THE DIFFERENCE.

Some people fear the bridges far beyond may not be strong.  
And even, as they move ahead, keep dragging woe along.  
Some people cast their glances back where shaky bridges sway.  
And worry over troubles they have passed upon the way.

## INTERESTING INFORMATION.

Exports of manufactures from the United States appear to be slightly less in the fiscal year just ended than in the preceding year, the figures for the eleven months ending with May showing an apparent reduction of \$14,565,030. This statement, however, is misleading, because the figures of the year 1901 do not include the exports to Porto Rico and Hawaii, which were included in former years, and which are largely manufactures and which will aggregate \$25,000,000 for the fiscal year. Were it possible for the Bureau of Statistics to include in its figures of exports of manufactures those sent to Hawaii and Porto Rico, the figures of 1901 would differ little from those of 1900.

Indeed, an analysis of the general export figures of manufactures for the 11 months now available shows in most cases an increase over 1900, and that the decrease is confined to a few articles, and is due, in some cases at least, to a fall in price rather than a reduction in quantity. In illuminating oils, for instance, the export figures for the 11 months ending with May, 1901, show a decrease of four and a half million dollars in value, but an increase of nearly fifty million gallons. Two other great articles of our exports of manufactures show a reduction in 1901 as compared with 1900, viz., copper and cotton manufactures, and these indeed, form the chief reduction in the grand totals for the year 1901 as compared with 1900. In the latter, cotton manufactures, the reduction is due entirely to temporary conditions in China. The reduction in the exportation of cotton manufactures is entirely accounted for in this single item of cotton cloths to China, where the reduction is, of course, but temporary, due to the disturbances in that country during the first half of the fiscal year. The only remaining item in the list of exported manufactures which shows a material reduction is copper, which shows a fall of 63,721,840 pounds in quantity, and \$11,849,518 in value, during the 11 months ending with May, 1901, as compared with the same period of 1900, though the value of copper exports in 1901 is more than \$6,000,000 in excess of the corresponding months of 1899.

In a large share of the important articles of our exports of manufactures the figures of 1901 show a marked growth over those of the preceding year, and of any preceding year. In steel rails, for instance, the exports during 11 months of 1901 are more than \$2,000,000 in excess of the same months of last year; in pig iron there is an increase of a million dollars; in bars and rods of steel, an increase of a million and a half; in electrical machinery, a million and a half; in boots and shoes, over a million dollars; in cotton seed oil, nearly two millions; in carriages and cars, two million; in chemicals, more than a million; in scientific instruments, a million dollars; while, as already indicated, in some cases where the values have decreased there is still an increase in quantities, the apparent reduction being due to the fall in price, and not to a reduction in the quantity exported.

American manufacturers have, therefore, no occasion for anxiety regarding the slight apparent decrease in the export figures of manufactures in 1901, which is due: 1. To the fact that shipments of goods to Porto Rico and Hawaii, aggregating more than \$20,000,000 in the year just ended, are no longer included in the list of exports, as was formerly the case; 2. That the reduction of over \$6,000,000 in exports of cotton cloth and mineral oils to China may be looked upon as due entirely to temporary causes; 3. That in numerous instances the reduction is due to a fall in price, while there has been an actual increase in quantity; and 4. That in the principal item of decrease, copper, the figures exceed those of any preceding year, except 1900, in which year the demand abroad for electrical works was far beyond that of any preceding year.

\* \*

The growing belief that the United States will shortly be able to produce from beets the \$100,000,000 worth of sugar which her people now annually import seems to be shared by British Consul Wyndham, who has given the subject close attention and reported upon it to his government. The following is an ex-



tract from his report which has just reached the Treasury Bureau of Statistics:

"The production of beet sugar in the United States is rapidly increasing, and in the Chicago Consular district there are four factories in the state of Illinois, three in Nebraska, and three in Colorado; those in Nebraska and Colorado belong to the American Beet Sugar Company, and are at Grand Junction, Rocky Ford, and Sugar City, and when fully completed will employ thousands of hands.

"Statistics indicate that the United States consumes more sugar than any other nation, or approximately one-quarter of the whole of the world's product. The conditions of soil, climate, and other advantages are quite as good in the United States, and especially in Colorado, Nebraska and Illinois for the development of the beet as in any of the countries of Europe or Asia. The world's production and consumption of sugar is now about 8,250,000 tons per annum, two thirds of which is produced from beet and only one third from cane, whilst the normal consumption is estimated as increasing at the rate of 250,000 tons yearly.

"The success attending the cultivation of sugar beet in this district has proved that it may be made a profitable and successful investment. A large factory has been built at Rocky Ford, Colorado, which cost £200,000 to build and equip. It is proposed to have it ready for the crop of the coming season. To supply it the farmers in the vicinity have contracted to grow 8,000 acres of beets a year for five years. From tests made, they estimate their beets will yield 15 to 18 per cent of sugar. The factory, when running at its full capacity, will consume daily 1,000 tons of beets, which it will convert into about 100 tons of refined sugar of the highest purity. The beets reach maturity with a high percentage, and seldom go below 15 per cent. Twelve per cent is taken as the basis of buying beets at the factory.

"The beets are grown by the farmers under contract with the factory, and paid for according to the saccharine contents determined by chemical tests made of samples taken from the wagons at the time of delivery. In addition, the factory

controls about 5,000 acres of land. Most of the land will be farmed by tenants, but only a portion of each farm is devoted to beets each year. Growers sell their beets based upon the sugar contents. The tests somewhat resemble the assaying of ore from the mines. Selling upon this basis encourages better farming and raising of beets. It is the only fair way, both to the raiser and the manufacturer.

"At Sugar City a farm of 12,000 acres has been cultivated for raising sugar beets, and a sugar factory has been built with a capacity of 500 tons every 24 hours. On the farm 1,000 men and women have been employed during the summer, and this season's crop will be converted into sugar. The establishment of the sugar factory at this point built the town, which a few years ago consisted of a hut or two and thousands of prairie dogs. Next year fully 4,000 acres of beets will be in cultivation. The output will be increased as rapidly as possible, and every day the demand for workmen is increasing.

"A general estimate of the cost of construction, cost of operation, and general results to be counted upon, of beet sugar factories in this district as taken from the Rocky Ford plant places the general average of sugar in the beets at 12 per cent. So far as the Arkansas Valley in Colorado is concerned, this percentage is being largely exceeded; the minimum percentage of sugar being about 14 per cent, while the maximum has reached 23 per cent, with a coefficient of purity ranging from 80 to 95 per cent. In stating these results reference is especially made to the factory at Rocky Ford, built and worked by the American Beet Sugar Company, a New York corporation, which works two factories in California and three in Nebraska, the one at Rocky Ford being their fifth. The experts in charge of this last factory all express surprise at the results of this first campaign, and they have become thoroughly convinced that this valley (Arkansas Valley, Colorado) is the ideal sugar producer, thanks to its equitable climate, ample supply of water for irrigation, cheap fuel and limestone, and an unlimited extent of available land for beet culture. It is expected that the same company will erect one or more factories in addition to the one at Rocky

Ford, one to be built further east and the other west of Rocky Ford.

"As an example of the quality of the sugar beets produced upon this land, it may be mentioned that so far six

car-loads of beets from one field have been tested with results as follows: One car-load, 16.3 per cent; three car-loads, 18.8 per cent, and two car-loads, 20.4 per cent."



## SELF-MADE RAILROAD MEN.

Mr. A. W. Trenholm, General Superintendent of the Chicago, St. Paul, Minneapolis & Omaha Railway, is certainly a self-made man. He was born at Dorchester, New Brunswick, Canada, on October 20, 1858. He attended the public schools until he was about twelve years of age, when he entered the service of the Intercolonial Railway as water boy in the construction department.

He continued in the service of this department in the different capacities of water-boy, laborer, time-keeper and trainman until the line was completed. During this period he studied telegraphy and in 1875 accepted a position with the Grand Trunk Railway as night agent and operator, in which capacity he served for about one year.

He re-entered the service of the Intercolonial Railway as relief agent in the latter part of 1876, remaining with that company in the different capacities of agent, telegraph instructor, clerk in auditing department, etc., until 1880.

He then entered the service of the Chi-

cago, St. Paul, Minneapolis & Omaha Railway as traveling auditor. In 1881 he was promoted to chief rate clerk in the auditing department. In 1882 was made agent at St. Paul in charge of terminals, in which position he remained eleven years.

In 1893 he was promoted to the position of superintendent of the Northern Division; was transferred from that division to the Nebraska Division in 1899 and was promoted to his present position of General Superintendent in Feb'y, 1900.

No railroad official enjoys to a greater degree or extent the thorough confidence and cordial good will of his employes than does Mr. Trenholm. He has earned their confidence and good

will by his considerate, fair and liberal manner of dealing with them and in administering and maintaining discipline. It should, and certainly would, be a source of pride to any official to be spoken of so highly as Mr. Trenholm is invariably spoken of by his employes.



A. W. TRENHOLM





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## HOLIDAY GREETINGS.

With the last month of the year comes that glad season when the people generally lay aside all care, and strive, so far as possible, to observe the anniversary of the birth of Him who was born in Nazareth. "Peace on earth, good will to man" will arise in harmonious strains in hundreds of organ lofts throughout the world, blending together in one song of praise.

We have already recited the story of Him who was born in the manger and the circumstances surrounding that birth as given by the historian. We have also given the history of the origin of the observance of Christ's birth and the several methods employed in foreign countries to show due homage to that notable event. Nothing new with regard to history has been left unsaid that would tend to enlighten our readers at this time; still, without any of these features, without proclamation of any kind, we look forward eagerly to yuletide.

Perhaps among all nations the Germans inculcate a deeper veneration for the observance of Christmas than any other people. Not that they are more devout in their worship of the Savior than any others, but because of the simplicity of their lives founded upon a faith that is simply sublime. We have in mind a tradition common among Germans that is widely taught, even to this day. In old German families it is customary to draw

together about the hearthside and in the flickering light of the yule log tell stories of the happy events that have come within the recollection of the older members of the family. The story of the birth of Christ, his work on earth and final crucifixion are all described impressively. Then follows the story that has become a common tradition amongst all Germans. It is, that on midnight as Christmas breaks, that all animals of the same kind commune together in a spirit of understanding in commemoration of that hallowed event when our Savior was born. This tradition is supposed to have its origin in the circumstances surrounding the Savior's birth in the stable among the kine, and is taught so earnestly that many persons adhere to this belief to the present day.

Christmas is celebrated by this people in a way that leaves no doubt in the minds of any who have observed their simple customs, of their true enjoyment. Once a year fraulein gets out her assortment of cake cutters. No German home is complete without these. A large bowl in which has been prepared a rich dough stands close at hand. With bared arms she kneads it to the desired stiffness after which she places a quantity under the rolling pin and spreads it out in a huge sheet. Then, picking up one of the cutters, she wields it carefully, cutting out, perhaps, a bird; another cutter produces

an elephant, another a horse, and so on until nearly every animal in the category of domestic animals had been reproduced. They are then laid on pans and baked. During this interesting process the children are in bed and know nothing of the wonderful things that will greet their vision when they awake in the morning. Of course more substantial gifts, such as home made stockings and mittens are made, but these constitute the entirety of the gifts made.

We have seen their happy faces and have wondered if they were not even more happy than the boy or girl today who receives a bicycle or a piano or is

laden with an endless variety of things that our markets afford. In this connection we may associate ourselves with the disposition that children manifest under certain conditions. Environment has much to do with establishing our happiness. The past year has been one of generally fruitful results to members of the Order, and we believe we are safe in saying that the present Christmas breaks upon a more prosperous and happy community than we have ever known in the the history of the Order. Let us hope that the future contains many more just as bright. A Merry Christmas and a Happy New Year to all.



### WHAT OUR PATRONAGE MEANS.

The manifest interest on the part of our members in *THE CONDUCTOR* is rapidly growing and may be considered significant of two things, namely, a desire to show their loyalty to an institution whose flag is the official magazine that expresses the sentiments of that institution; and a general interest in its teachings and the matter found therein because it is of that character that appeals to the men who read it, as just what they want.

Appreciating this support we will offer our readers with the coming year the results of our best efforts and try to produce matter along lines that will at all times meet the approval and win the applause of a majority of our members. In this same connection we will say that beginning with the new year we will give *THE CONDUCTOR* a new dress of type and introduce new and catchy heads for the several departments. The cover also will be after a design gotten up to produce a tasty effect, and, taken as a whole, we expect a considerable improvement throughout.

The increase in membership during the past year has added very materially to our influence as an advertising medium, but in this connection we must say that before the highest and best results can be obtained there must some warrant come to those who patronize our columns in the shape of returns for the space they buy. Our advertising manager advises

that he will make every effort to secure only those whom he knows to be reliable firms as our patrons and thereby secure our members against fake concerns that aim only to secure the money of our members without a corresponding value in the goods they advertise. With this assurance given us it is a matter for our members to decide whether they will make the columns of *THE CONDUCTOR* a paying advertising medium for our clients or not. In the future it may be depended upon that every advertisement is worthy of the confidence and patronage of our members, and inasmuch as each member is practically a shareholder in *THE CONDUCTOR* it would only reflect good business judgment if we patronized those firms who patronize us and thereby warrant further trade and at the same time make a reputation for *THE CONDUCTOR* as an advertising medium.

The contract season is now opening and we trust our members will take interest in writing to advertisers about their goods. Such letters are encouragements and have a tendency to make those who advertise with us feel that their advertisements are being read, at any rate. In order to secure the full benefits accruing from those who write to advertisers they should in every instance say that they saw the ad in *THE RAILWAY CONDUCTOR*.

The amount received at present for ad-

vertising is comparatively insignificant to what it should be with the membership we have and the circulation THE CONDUCTOR enjoys. With but an ordinary patronage from our members alone the demand for space should be far above the present rate. That demand can be made a fact if those who have THE CONDUCTOR's welfare and advancement at heart will only make effort to do so.

Those who have taken the time to read the report of the Grand Secretary and Treasurer at the last Grand Division will remember that THE CONDUCTOR showed a deficit of \$13,861.93 in 1899. That same

report showed that during the year our advertising amounted to \$1,527.13 and subscriptions, \$205.93. With the improvement we will bring about for the coming year we feel that our members ought to show a corresponding interest and try to establish for THE CONDUCTOR a high place as an advertising medium. If they will do this the deficit that appeared in 1899 will materially diminish and with a corresponding effort on their part to secure new subscribers the debit balance could be entirely eliminated and we could say with pride that THE RAILWAY CONDUCTOR is self-sustaining.



### **A BIRD IN THE HAND IS WORTH TWO IN THE BUSH.**

The re-enactment of the Geary law is the all-absorbing topic today, and well it deserves the attention of the American people. That law as passed on May 6, 1882, read:

Whereas, in the opinion of the government of the United States, the coming of Chinese laborers to this country endangers the good order of certain localities within the territory thereof; therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled; That from and after the expiration of ninety days next after the passage of this act, and until the expiration of ten years next after the passage of this act, the coming of Chinese laborers to the United States be, and the same is hereby suspended; and during such suspension it shall not be lawful for any Chinese laborers to come, or, having so come after the expiration of said ninety days, to remain within the United States.

During the life of this act ample opportunity was had to demonstrate its worthiness as a law in so far as its protection to American workmen went. That matter so fully justified further action that Congress on May 5, 1892, passed the following law, whose provisions are practically in line with the former law:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all laws now in force prohibiting and regulating the coming into this country of Chinese persons and persons of Chinese descent are hereby continued in force for a period of ten years from the passage of this act.

This act expires with May 5, 1902. The effect that an influx of Chinese laborers would have upon the labor market of our country is too well known to necessitate our going into specific reasons at this time. Just why there should be any question whatever for entertaining an opposite view to debarring them from our shores when the peace and welfare of our own people are at stake, is a matter for those to decide who make a personal study of the advantages to be gained in having them here. That advantage is in no wise shared by the workingman who represents more than ninety per cent of the population, but is clearly in favor of the few who expect to realize the small profit out of employing cheap labor. We may briefly class the opponents of the Geary law in two classes, namely: those who would profit by hiring Chinese labor, and those who have chronic expansion ideas on the brain so badly that they are blind to all else save the few measly taels that come to us as the price of our peace, happiness and prosperity.

T. D. Nicholas, President of the United Mine Workers, says in the Philadelphia North American:

At the present time, averaging the year around, the introduction of more laborers of any race would be a detriment to the workers who constitute the great mass of the citizens of this republic. The republic is for the people and its laws should protect them. It should protect the many instead of the few. The admission of

Chinese into our country would, I believe, cause fights far more serious than those which occurred in California against them and, perhaps a rebellion against the government. I believe that all labor organizations should take the matter up and petition the President and Congress to re-enact the exclusion law.

While we cannot foresee what effect full and free toleration of Chinese would have upon our government, we are loth to believe that a condition would be allowed to develop that would threaten it through revolution. No one, however, need stretch his imagination to foresee the suffering that must follow their admission here. When American labor must sell in competition to coolie labor then the manner of living and surroundings must conform largely to the coolie as well.

We would ask our economists what effect this would have upon the people generally who work for a living?

Wu Ting Fang, Chinese Minister to the United States, says in the Chicago American:

I find a deaf ear turned to my plea for recognition of the respectable Chinese. It looks as though you have what you in America call a "packed jury" in this case, and that you have decided the question before hearing the argument.

This learned gentleman then goes on to give his arguments for the open door for his people, and says:

If the Geary law will be permitted to lapse, I do not believe there would be a great influx of Chinese. I believe you Americans are prone to overestimate the number of Chinese who would come to America. What would you say to this suggestion? Suppose you permit the Geary law to expire without taking any steps toward its renewal; let the bars down for a short time, and then, if you found that too many Chinese were coming in, put them up again? This seems to me to be a fair proposition, and I am convinced you would find that there would be no great rush of Mongolians to American soil. For a short time, say a few months after the expiration of the law, should it be permitted to lapse, there might probably 5,000 Chinese come here every year, but the number would gradually decrease. For every Chinaman that came there would be, at least, one go away, and this travel would make business for your steamship lines, your railroads and your people generally.

We are not certain that Wu is getting the "deaf ear" from all Americans, if accounts published by the Philadelphia

North American are to be relied upon, and we will say parenthetically that the North American does business upon a fact basis. Some of our railroads, that paper claims, are lending all the encouragement possible to secure the defeat of the Geary law, and it appeals to us very logically that they should, for with a full force of coolies to take the places of Americans, it will be readily seen that the saving in wages would be quite an object. We must not close our eyes and be lulled into a feeling of security that the Geary law will be re-enacted without opposition, basing our conclusions upon what Wu tells us. He also says that we should let the bars down and try for a time the open door plan. He says we have decided upon the case before we have heard the arguments. Our experience with Chinese in this country does not bear him out in his statement. We have all the arguments we wish in the characters that have been and that are now in this country, and upon these very arguments we are now basing our decision. The leopard cannot change his spots, neither has Chinese character undergone any change during the time of exclusion. Wu further says that 5,000 Chinese coming and going each year would make business for us. Yes, probably that is a fact, but we doubt very much if our railroads would make any special effort to secure the defeat of the Geary law if the revenue from this source was all they expected to get out of it. The amount of business that they would make for us is best understood by the letter of the Senator of California, in which he states that \$800,000 in gold has been taken away out of this country by Chinese, of which we will never see a dollar again. That is the business they come here for. Wu forgets to mention this, but tries to hypnotize us with the pretty sum he holds before our eyes in shape of the money spent with our steamship lines and railroads, and, incidentally, the amount spent with the people generally in living expenses.

It may be argued that having earned the money the Chinaman has the right to do with it as he pleases, and if he chooses to emigrate to China and live out his days in luxury, it is not our business. From one point of view that may seem reason-



able and right, but let us look below the surface and measure the cost to competitors, to say nothing about the effect of such a drain upon our resources. Will any person say that they have contributed to our advancement in any sense? That they have been the means of bettering our social conditions? That they have taught us morality, or have left behind them evidences of any virtues that would tend to elevate the character of Americans? A visit to the Chinese districts of any city will give any person a fair idea of Chinese character. As a general proposition they are addicted to the vilest of vices, which they disseminate among our own people. Thousands of young men and young women have been dragged to disgrace or fill premature graves today on account of the vices they have taught. And still there are those who for the sake of commercial advantage or cheap labor are willing to let this state of affairs go on.

Amos J. Cummings, in the Philadelphia North American, says:

A failure to re-enact (the Geary law) would be a blow at every hearthstone and would poison the smoke ascending from the chimney of every manufactory in the country. It would be the greatest lever that could be put in the hands of the trusts and monopolies ruling the nation. It would intensify the spirit of greed and inflame the rancor of tyranny. Millions are now starving in China. If the law should lapse a thousand Koopmanschaps would spring up and the states would be flooded with the yellow pests. The Philippines would be swamped and Porto Rico and Hawaii practically blotted out. No wonder that organized labor is on the qui vive! Such an irruption would strangle it. You might as well expect a man to live in the fumes of burning charcoal as to imagine that a workingman's association could exist with unrestrained Chinese immigration. It is no time for idealism or Confucian philosophy. What the people want is action—action prompt and decisive and before any preliminary ground-swell of disaster appears. It will not do to modify the law. If it is wrong to re-enact it, it is wrong to modify it. The safety of the nation requires that the Chinaman should be absolutely debarred. He has kept others out of his own domains for forty centuries. Let him have a strong dose of his own medicine and the world may well rest content.

As a general proposition one can see

pretty clearly on which side of the fence Mr. Cummings stands. His knowledge of economic questions and his wide experience in governmental affairs makes his conclusions a pretty safe rule to follow.

Senator Cullom does not wish to be quoted, but says that he wants to see the Geary law passed in the right way and not in the wrong way, and is inclined to look upon the present law as being unjust, considering the attitude of this country in claiming many privileges for American missionaries in China, and at the same time declining to allow Chinamen the hospitalities of the shores of the United States.

Senator Burton, of Kansas, also says to the North American:

I am in favor of unrestricted immigration, and I shall not make any distinction between the Chinese and other nationalities; I cannot say that I am entirely in favor of shutting them out. The stand I take is this: A man is entitled to, and should be allowed to, enter this country, whatever his nationality, so long as he comes and because he likes our form of government. He must show a desire to become a citizen, and he must come here with the intention of making the United States his home. He must also be a desirable man. If he can come here under these conditions he should be welcome. If the Chinaman comes here to make money in his small way and to return to his native land when he has accomplished his purpose he is not the kind of citizen we want.

Mr. Burton touches the key note when he says, if he comes because he likes our form of government and desires to be a citizen and make this his home; that he must also be a desirable man. We concur most heartily in Mr. Burton's proposition, but will he find any who are willing to forsake the celestial domains and come here with the avowed intention of becoming an American citizen among that class who really dare go back to their native land?

The Philadelphia North American is to be greatly commended for the stand it has taken. That paper publishes in every issue a blank petition, which it asks its readers to fill out, addressed to the congressman of his district and then send the same to that paper to be presented at the opening of the session.

The form follows:

"Hon. — Representative — District, State of ——. Dear Sir—As a citizen of your district I respectfully urge you to support any bill which may be introduced at the next session of Congress for the re-enacting of the Chinese Exclusion Law. This expires by limitation May 5, 1902. There is reason to believe that the great carrying transportations are preparing to land on American shores and distribute through the United States, thousands of coolies, who, by reason of their willingness to work for almost nothing, would presently displace and force to even greater privations than they now suffer, miners, workers on railroad construction and other laborers. Kindly give this request your serious consideration."

We have every reason to believe that thousands will avail themselves of the above form to bring their desires to the attention of congressmen. With a general interest of this character, there can be no doubt as to the outcome of the passage of the law. We stand badly in need of an immigration law, and in our former editorials we have suggested amendments in line with Senator Burton's views, opening our doors to all nationalities alike, but under more drastic restrictions than the Senator proposes. At this time, however, it would be dangerous to attempt the introduction of an amendment that would affect the people of every nation, for in event of failure in passage it would carry with it the Chinese question as well and the most imminent danger that we are anxious to fortify against would fall upon our heads. We have not considered that the Geary law is strictly in accordance with the interpretation of the Constitution of the United States, but when dangers threaten the welfare of its

people we do not think that any legal formula should be adhered to that means to us a calamity worse than a pestilence.

We believe, however, that our readers will agree that a law requiring a certain grade of intelligence as a prerequisite to admission or citizenship in the United States is just as fair and far more of a protection to the interests of the country in general than the law which requires a man to have a stipulated sum in his pocket to identify him from a pauper. There is no assurance whatever that this sum that the law requires immigrants to have will be theirs twenty-four hours after they land in New York, but, make a certain grade of intelligence, together with such laws as are now in force, a qualification to admission and the immigrant cannot be dumped upon our people like a pauper.

There are other nationalities now arriving on our shores that will soon call for some action on the part of Congress to regulate. No nation can long stand the influx of any people who are ignorant of our customs, laws and the conditions that obtain for the wage earner. There must soon be adopted some protection for the mass who comprise a big majority of the population. We have already too many of the Czolgosz kind, "men in whose being runs the sewage of barbaric races," as Ironquill remarks; however, unless Congress is likely to pass such a law at this session it would be better to continue the Chinese Exclusion Law until a very greatly improved law affecting all nations can be passed, even if it violates the spirit of the Constitution.



### JUSTICE FOR ALL.

In our editorial of last month under the caption "Mexican Conditions a Poser," we disclaimed any knowledge of personal investigation on the part of our consul in cases where Americans have been thrown into Mexican jails and kept there without a hearing for various lengths of time. A case has come to our attention through the columns of Railway and Locomotive Engineering that we reproduce herewith

to show what influence Ambassador Clayton is wielding in the defense of American subjects:

"A dispatch from Porfirio Diaz says, William H. Mealey, the prominent American mining man, who was arrested and thrown into jail at Monterey, Mexico, a few days ago, was brought here last night and placed in a foul cell in the city prison. His cell has a mud floor and is reeking in filth. The United States Consul here

called to see the prisoner, but admittance to the jail was refused. And though the offense charged against Mr. Mealey is bailable under Mexican laws, all offers of bail have been denied. The State Department directed Ambassador Clayton to investigate the Mealey case. Of course he would not do anything of the kind from his own volition, and his investigations seem to be carried on in his usual half-hearted way, with prejudice in favor of the Mexican authorities. He reported that he could not find out the cause for Mealey's incarceration."

Commenting upon the above Railway and Locomotive Engineering, says:

If there was an Ambassador from the United States in Mexico worthy of his salt he would have seen very promptly that Mr. Mealey was admitted to bail without delay. If this charge had been brought against an English citizen the Mexican authorities would have been afraid to imprison him without proper trial.

We are almost tempted to make use of language expressing our disgust at so unreasonable an excuse as Ambassador Clayton gives. If other nations like England can secure hearings for their subjects, why should we not receive like recognition? We ask no consideration at the hands of Mexican authorities that that government does not show to the subjects of other nations, or, to be definite, that they show to English subjects. And, to express our candid opinion, we believe that there is no reason why we could not secure the same recognition if our Ambassador performed his duty

faithfully. We are loth to believe the stories in circulation about the personal investment schemes that our Ambassador is said to be connected with in Mexico which conflict with his executive powers, but we candidly confess that there seems to be some influence that is handicapping that official while Great Britain seems free to act. With all the complaints that are piling up against Ambassador Clayton it seems to be but a matter of time how soon his conduct will be brought to the attention of President Roosevelt, and if President Roosevelt's characteristic promptness in eliminating worthless material governs in this case, we may either expect to find the reason why our Ambassador cannot secure justice for his subjects, or, there will be a "cleaning up" in Mexico that will not only secure for Americans the same protection as English subjects, but will also put a man down there who will act as Ambassador and nothing else.

While many of the indignities suffered by railroad men in Mexican prisons are simply revolting to the mind we cannot say that many of our own Order have suffered; still there is a common bond between all of us and if our brother suffers, we suffer with him, and one poor unfortunate's appeal is just as plaintive to our ears as another. We ask only justice for all grades of service and the same protection that England gives her subjects.



## DOUBLE HEADING ENGINES.

The conductors and other trainmen have long been of the opinion that double heading engines, except on heavy grades and where one engine could not haul a reasonable number of cars, was not only a hardship upon them, but that, all things considered, it was an expensive policy for the company. The main item of saving which has been claimed by the advocates of this practice is the wages of an extra train crew. This saving appears plain at first glance, but when we stop to consider the wear and tear on rolling stock, the additional delays caused by breaking in two and pulling out drawheads in these

abnormally long and heavy trains and the overtime thus made, we may reasonably doubt if there is any saving. And if it were possible to make up a balance sheet, showing on the one side the saving in wages and on the other side, the additional expense in breakages, wear and tear, delays and overtime, etc., we should be very much surprised if any saving was shown to have been made.

The shortage of cars with which to move the tonnage offered for shipment is a very important subject. The delays to rolling stock which occur in connection with the running of heavy, double-header

trains could be materially lessened by running single engine trains which could get over the road quicker, and thus much better mileage could be gotten per car or per engine.

It will be seen by the expressions made by prominent railroad officials in a discussion which took place in a recent meeting of the Central Railway Club on the subject: "Developments in Car Equipment When Double Heading With Heavy Engines: What is the Measure of Economy?" that the railroad officials are beginning to consider the practice one of doubtful economy. It is to be hoped that this question will be most carefully investigated, and it is certain that every employe in the operating department will be very glad if the investigations finally show that it is good business judgment and practice to haul trains with one engine. It would certainly seem that if the needs of the service demand the hauling of more tonnage in one train than in past years, those needs have been fully met by the increase in the capacity of cars and size of locomotives, and that one engine can haul enough. The discussion in the Central Railway Club referred to is reported in *The Railway Age* as follows:

We would urge that particular attention be paid to the draft gear on new or rebuilding of old equipment, as the business of the country is continually on the increase, also competition, and the draft gear is put to a severer test than in the past. It is true that a large number of our old cars are being destroyed on account of the severe strains they are subjected to, but the saving of time and the quick dispatch of freight more than offset the cost of repairing or replacing these old cars.

On investigating this subject your committee learned that on one of the roads where it was the practice to run trains with single engines over a division of two hundred or more miles, they were running so many trains that the management was considering the advisability of cutting the division in two and putting in another set of dispatchers, so as to be able to move the trains with greater dispatch, avoid long delays, and save a great deal of overtime. It was, however, decided to try double-heading with some of the lighter types of engines, limiting the number of cars to seventy five per train, which was done. In doing this the cost of the extra dispatchers, about \$300 per month, was saved. The overtime for

train crews was reduced to such an extent that a saving of over \$6,551 per month was made, with an increased tonnage of 20 per cent. By adopting the latter plan, not only the \$6,851 per month was saved, but the cost of about fifteen cabooses, the salaries of a number of new crews, also several hundred dollars a month for yard crews at terminals. On this particular division for the month of June the cost of repairs to cars due to rough handling was \$1,142, and due to wrecks was \$7,433, but we do not believe that all of the wrecked cars could be charged to double-heading.

The transportation department claims that a saving of about one-third of the train expense is effected by the practice of double-heading, with a proportionate elimination of risk.

The suggestions of the committee naturally brought up the question whether the same principles would not apply to the handling of trains with single large engines, instead of with double-headers, perhaps of lighter type. Mr. H. C. McCarty pointed out that the committee did not distinguish definitely between "light" and "heavy" engines, and added that in his opinion there was certainly a limit to economy in carrying double-heading into general practice.

Mr. J. A. Barhydt, master mechanic of the Buffalo, Rochester & Pittsburg, stated that on the Buffalo division of that road three engines are used in a single train, the second engine being placed behind the first one, with one car between, and the third employed as a pusher. Most of the damage done to cars, in his opinion, was due to the fact that the drawbar between the two engines when they are coupled together does not hold. By putting a car between the first two engines the advantage of the drawspring attachments in the cars is secure. The first engine operates the brakes.

Mr. H. F. Ball asked whether Rule 2—that all cars of heavy capacity should be at the head of the train and all light cars at the rear—should not apply to trains operated by heavy engines separately, as well as to those operated by light engines doubled. The president, Mr. George W. West, superintendent motive power New York, Ontario & Western, agreed to this as very important.

Mr. A. M. Waitt, superintendent motive power and rolling stock New York Central & Hudson River, asked the question whether anyone has been able to learn whether, aside from the lack of co-operation between two leading engines, any reason exists why double-heading should injure the car equipment more than a single heavy engine that would do the same amount of work. He pointed out further the difficulty that would be experienced in additional switching if light cars must always be put at the rear. In certain in-

stances on some of the New York Central lines, the second engine has been put five cars back of the first in order to prevent the placing of two engines on bridges at the same time. Mr. Waitt then went further into the broader question whether in some instances in which double-heading is employed it is really economical. It is worth inquiring, sometimes, he said, whether more economical results would not be reached in reality with two trains rather than by double-headers. In some cases double-heading is done when a single engine, with a pusher at one or two points where sharp, steep grades exist, would avoid double-heading and make more engines available for general use on the road.

Mr. Canfield remarked at this point that good co-operation from the transportation department was necessary if heavy cars were invariably to be put at the head of a train. Mr. West added that half of the damage of draft rigging is due to the fact that trainmen take no part in handling the big trains, leaving everything to the engineer, and behind the air cars he pulls out drawheads.

Mr. W. H. Marshall, superintendent of motive power Lake Shore & Michigan Southern, explained in this connection that the length and weight of the train is more important than the engine in determining damage to equipment. If the damage, as he held, is due chiefly to the total length and weight of the train, it is an open question how much advantage will be gained in some conditions by putting heavy cars at the head. The transportation department cannot switch cars into station order and put all of the heavy cars at the head of the train at the same time. More damage may be done in switching at intermediate stations than by leaving the cars as they happen to come. Damage done to cars where forty or fifty follow back of the engine may be due to the large mass moving. The exact limit that should be put on the length of freight trains, whether double-heading or not, depends very much on local conditions.

At this point the president called upon Mr. A. W. Sullivan, assistant second vice-president of the Illinois Central and

president of the American Railway Association, for his views of this whole question of double-heading, proper train lengths and damage to rolling stock from unwieldy trains, and Mr. Sullivan went into the question at some length from the transportation standpoint. From a transportation point of view, he said, it is disadvantageous to have to put heavy cars at the front and light at the rear. This is practicable only in trains that run through over a division without interchange at junctions. On many schedules where time is short cars have to be switched into trains just as they come, and take the chances of the light cars being able to stand the strain of the service. A great many light cars have had to be destroyed, in order to get them out of the way. In a single year the Illinois Central burned up 2,000 such cars, to get rid of them. It was figured out that it was an economical measure to dispose of them in that way. The test of the question in regard to economy is the efficiency of the service. If the double-header will get a given number of cars over a road quicker, as well as with less expense, double-heading is good practice. But it is very doubtful whether that result has been reached. Mr. Sullivan here pointed out difficulties at coaling stations and water stations and in making passing points with trains of enormous length. The economy of saving one train crew by double-heading must be admitted, but there are offsets to that economy, such as overtime, damage in sawing trains out at meeting point, where the sidings are not long enough, and a variety of other conditions that are essential elements of the transportation service. The same conditions apply to the movement of trains with very large engines as with two engines at the front.

Mr. W. F. Allen, secretary of the American Railway Association, closed the discussion with a statement that at the International Railway Congress in Paris last year this very subject of double-heading was considered. The conclusions reached were that double-heading is sometimes advantageous; but that conclusion is somewhat affected in its application in the United States, because the foreign cars are so much lighter than are ours.



## GOOD FAITH.

Good faith is synonymous with business integrity; and without integrity no man, firm, corporation or individual can hope to succeed. The immense commercial business of our country, as well as that of every civilized country, and the

business between those countries depends a great deal more upon the honesty, integrity and good faith of the business men than it does upon the volume of money in circulation or the amount of money possessed by the participants in

the transactions. A large portion of the money of the world is itself dependent for its value entirely upon national credit.

It is just as necessary that a labor organization should have good business standing and that it should base all its dealings in good faith and establish a good credit for itself as it is for any other institution engaged in any other line of business. The relations between a labor organization and the employer of its members are simply business relations between the members and their employers, and negotiations between them are simply business transactions.

It has been customary in recent years to formulate schedules, agreements or contracts between the employes, represented by their chosen committees and officers, and the companies, represented by their officials. A few years ago the president of a prominent association of railway officials, stated in an address that it was as idle to talk of formulating contracts or agreements with employes as it would be to stand on the bank of a river and endeavor to contract with the water flowing by. The making of these agreements has, however, continued and their number has annually increased, and it has been demonstrated in connection with the troubles precipitated by the American Railway Union and in other minor instances, that the agreements are of value to the companies, as well as to the men; that they are entered into in good faith by the organizations of employes; that the organizations are strong enough within themselves to carry out the terms of their agreements, and that they are fully respected and protected by the members. There are some few individual instances in which members have been unwilling to stand up to the agreement, but they are the exceptions which go to prove the general statement or rule, and they are growing rarer.

Recent developments indicate that the efforts to disrupt the pleasant and mutually advantageous relationships which have existed for some time between the employes in the operating departments of the railroads and their employers, have been renewed.

Joint General Committee for the O. R. C. and the B. R. T. made schedule for the

road and yard men on the Denver & Rio Grande system in 1892, which has been continuously in force since that time and under which several satisfactory meetings have been held between the committees and the officers of the road. This schedule was made before the Switchmen's Union was thought of and was in force when that association was first instituted. About a year ago some parties, claiming to represent the Switchmen's Union, demanded at the hands of the officers of the D. & R. G. Road the right to make a schedule for the yard men. This right was denied on the ground that a contract covering that class was in existence with another organization which represented the men employed therein. The matter was then dropped and no more was heard of it until some time recently the same demand was made, accompanied with a request for an increase in wages. The officers of the company declined to recognize this committee on the ground that they had no right to consider a conflicting schedule while they had one in force with another organization. The request for increased wages was withdrawn and the only question left was that of recognition. The officers of the company declined to recognize their right to legislate for the yard employes, and the Grand Master of the Switchmen's Union, without further ceremony, without notice to the company and without any consultation or attempt at conference with the representatives of the other organizations, ordered a strike.

After the strike had been ordered and had been responded to by a small percentage of the yard men, a bid for public sympathy was sent out at Pueblo, to the effect that 85 per cent of the employes who had struck were married men, supporting families, a number of whom had purchased property and were paying for the same out of their wages. A careful check of the pay rolls of the company and the applications for employment which were filled out by these men when they entered the service, showed that out of the 50 men who struck at Pueblo, 32 had been in the service less than 60 days. Of these 32 only nine were married men, and of these nine not one had a family or any other interest on the line of the road.



Only eight of these fifty men were in the employ of the company prior to Jan. 1st, 1901. There were 126 men employed in the D. & R. G. yards at Pueblo.

At Salida, 28 men struck of whom only seven were in the service of the company prior to Jan. 1st, 1901, and 14 of them had entered the service since Sept. 1st. Three men quit at Gunnison, not one of whom had been in the employ of the company more than 30 days. At Crested Butte two men quit, both of whom had been employed within the past 60 days. At Grand Junction eight men quit, three of whom entered the service in 1900 and five in 1901. At Leadville, out of a total of 34 men employed, only two struck. Of nine yard men employed at Colorado Springs, none quit. Out of 30 employed at Denver, 24 quit. It will thus be seen that a sufficient number of the yard men did not respond to the order for strike to cripple the service.

The Management gave expression to the expectation that the organizations with whom they had a contract would protect the contract. This was the proper thing for the organization to do. It was their duty. The general disposition of the men on the system was to do that, and comparatively little inconvenience was caused by the attempt on the part of the Switchmen's Union.

It appears reasonable to conclude that the D. & R. G. road was considered a fruitful ground for such a move in the west, and the effort was made with the expectation on the part of the officers of the Switchmen's Union, that members of our Order and of the B. R. T. would fall in line with their move through pure sympathy and help tear down that which they themselves had builded, and in the building of which they had spent much time and money.

Since that time some trouble, the nature of which we are not fully informed of, was precipitated on the New York, New Haven & Hartford railroad.

More recently the Switchmen's Union undertook to tie up all of the roads centering at Pittsburg through efforts, expressions and practices similar to those employed in connection with the D. & R. G. The men employed on the roads centering at Pittsburg who have agreements

with their employers are standing loyally by their agreements and comparatively little difficulty is being experienced by those roads. From the best advices that we have up to this time, about 200 men went on strike out of a total of about 1500 employed in yard service in what is termed the Pittsburg District. On some roads centering at Pittsburg no agreements exist between the companies and the organizations, and on such roads the employes in the road departments are, with the possible exception of a few individuals, attending strictly to their own business and continuing in the performance of the duties properly belonging to them.

Agreements between the employer and the employes are valueless unless they are to be lived up to in good faith. The disposition of a vast majority of the men who compose the old line railroad organizations is to deal fairly and in perfect good faith with their employers and with all others. The time has gone by when the dissatisfied, irresponsible employe can declare himself on a strike and tie up a railroad because other men will not go ahead with the work through fear of being called "scab" by that dissatisfied and irresponsible man.

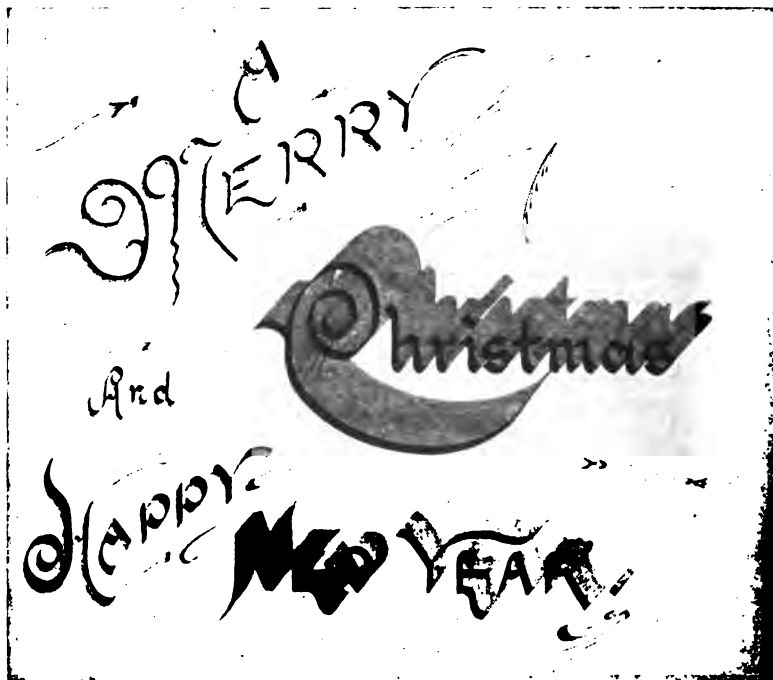
It is not at all pleasant for an organization or organizations of working men to have to take a stand against another organization, but if such other organization undertakes by unfair and unreasonable methods to destroy the standing and influence of the organizations which are doing a good work for their members, in a manner satisfactory to those members, and at the same time to injure the interests and prospects of the men who make up those organizations, it is just as reasonable and proper for the organization which is thus attacked to defend its interests and those of its members against the attacking organization as it is to defend against an unjust attack from an employer. If the agreements made between the organizations and the railroad companies are not to be observed in good faith by the members of the organizations, it cannot be expected that the agreements will be continued or that others will be made.

There are always a certain number of employes who are ready to join anything

new in the form of an organization, and, apparently, there are always some who are ever ready to follow off any new dispensation. It would seem that lessons enough have been taught in these connections so that men would not be anxious to repeat the experiences of the past. It appears, however, that a good many human beings refuse to profit by the experience of others and insist upon having the practical experience themselves.

The old organizations of railroad employes have placed themselves on record as determined to abide by, and carry out, agreements they make with their employers. There is no question but that this policy is cordially and strongly supported by the large masses of the membership. Some trouble may be caused by agitators and disturbers, but the position that has

been taken by the organizations is right, and it is bound to prevail. The old organizations of railroad employes have obtained an enviable place in the labor world. They have conducted their business on straightforward, trade-union principles; they have agreements, made in good faith, on most of the railroads in United States and Canada. These agreements are of inestimable value to the men, and it is incumbent upon the organizations to live up in good faith to their agreements, and when unwarranted and unprovoked attack is made upon them by disturbers and outsiders, there is nothing left for the organizations to do but to defend their integrity; and the organizations will not be found wanting in the performance of this duty.





No communication will be used unless the name of the author is furnished us.

**Editor Railway Conductor:**

As the time again draws near for election we wish to say a word in praise of our officers, both past and present. Our Auxiliary has been fortunate indeed in choosing officers who have so well and faithfully discharged the duties of their respective offices. The past year Sister Carroll filled the President's chair with much credit to herself and our Auxiliary, and we are indeed grateful to her and Mrs. Simmons, as Vice-President, for many acts of kindness and the dignified bearing which we naturally expect from our presiding officers. Words cannot express our deep sense of gratitude and appreciation to Sister McClelland, who has been our faithful Secretary and Treasurer. Our Sister has been tried and not found wanting and we hope she will serve us for many more terms.

Speaking of the office of Secretary brings to mind our beloved Sister Hardenburg, who so faithfully and conscientiously served in that capacity during her residence here. Though she is far away we think kindly of her very often and are comforted by the assurance that she will by her amiability and beautiful personality win many warm friends wherever it is her lot to go. How we wish we might find words to express our admiration and appreciation of our dear Past President, Sister Hall's noble efforts at self-effacement in our interest. When her heart was near to breaking with trouble and anxiety she was still a prompt and earnest worker, and now that she has passed through the greatest sorrow of a true woman's life, the loss of a loving and indulgent husband, we are rejoiced to have her with us again, and doubly rejoice that her sorrows have not embittered her beautiful and kindly nature, but seems to have purified and sweetened her disposition to an even greater extent than before. And so we might go on enumerating the virtues of our different officers and members, but space will not permit. If good wishes for the future welfare and happiness of both S. S. and J. S. are of any consequence they will surely live long and prosper.

In October we had our Grand President, Sister Moore, with us, holding a school of instruction, from which we derived much benefit and we are very sorry every member and all surrounding Auxiliaries who were in the district, were not in daily attendance, for we feel sure that they would be persuaded that it is a duty they owe them-

selves and their Sisters to attend meetings more regularly.

While we have taken pride in doing our work well and as nearly according to the constitution and ritual as possible we found there was still much to learn. Still we are not discouraged, as Sister Moore tells us we are the only Auxiliary she has yet visited who do their work without the ritual. We enjoyed having Sisters from Chicago, Bloomington and Galesburg with us during the school; Mrs. Sewell being one of the members from Chicago. On Thursday night Mrs. and Mr. Donley received the Auxiliary members and their husbands, Mrs. Moore and Sewell being the guests of honor. The evening was spent in social conversation, dainty refreshments being served at 9:30, after which we listened to a political speech from Mr. Donley, and then Mr. Carroll gave us Tim's Prayer in a truly realistic and touching manner. Miss Hope Donley also gave a recitation. Your correspondent was very sorry we were compelled to miss the cake walk, which was the finale to a delightful evening. On Friday night Mrs. Warren informally received in honor of Mrs. Moore and other visiting ladies. All who called report a very pleasant time.

Some time ago a donation party for the benefit of our hospital room was held at the home of Mrs. Hall, and she in her usual happy way planned a surprise for the ladies. Our pleasant anticipations were more than realized in hearing Mrs. Petherbridge, who has traveled extensively, give an interesting and instructive reading on her travels in Norway. Her pictures of the customs and habits of the Norwegian people was very interesting indeed, but we were especially pleased with her vivid description of the quaint buildings and the picturesque scenery of this, to us, unreal Land of the Midnight Sun. We enjoyed it very much.

On next Wednesday afternoon our ladies give a card party at Odd Fellows' Hall. In October Miss Nellie Berry was married to Mr. Maxwell, a conductor, at the home of her sister, Mrs. Peterson. Mr. Rutter, of 79, is suffering with a sprained foot. Mrs. Moore, who has been very sick, is reported better, as is Mrs. Haley and Mr. Poole. Some of the ladies of our Auxiliary would like to know what became of the Dustan Medal. Wishing all L. A. and O. R. C. members a Merry Christmas and Happy New Year. **EX-CORRESPONDENT.**  
...Peoria, Ill.

## Editor Railway Conductor:

The bottom has dropped from our "Pan," as Sister Brady terms it, and we now have more time to attend the meetings, and I am sure every one is ready for good, hard work should the caller come. Our last meeting night will be called a rally meeting, a good attendance with no drones in our hive, but all workers, ready to do all they could for the good of the Order and with malice toward none. We will hold our annual social and hop the earlier part of December, the date as yet not being fully decided. These socials bring together the railroad families, and encourage the wives of our good Brothers, who are not members of our Auxiliary, to become such. We hope to add new members soon, as of late some of the Brothers have moved their families into the city, which heretofore have lived in other towns. We shall call on them and insist on their joining our ranks, for each new member is one more link to our chain. The time for election of officers is drawing near, and before my pen is taken up by some more worthy Sister I would it might portray some kind word to some one who is in need of the same. When we are prosperous I fear we grow careless of the welfare of those over whom misfortune has spread her dark mantle. Dear Sisters, let us arouse ourselves to our duties. Speak kind words to the suffering ones, comfort those in sorrow, and do not let us be found looking for the great good we can do and allow these smaller things to escape our notice, for constant dropping of water wears away stones.

CATHERINE MATTESON.

Buffalo, N. Y.



## Editor Railway Conductor:

As our esteemed regular correspondent has withdrawn from the Auxiliary, some one should see that Auxiliary 84 be heard from. Sister Bailey, we shall miss you sadly, as you were such a good member. We will all feel it terribly when we pass your vacant chair. We will also miss your delightful at homes. Illness prevents Sister Bailey from performing these duties as a member. We are to welcome Sister Bunnell again among us. We have Sister Dry of Redonda with us now. Our anniversary ball was a fair success—we did very well. We still keep up the socials, which are quite well attended. There is always good things to eat served, you know. A request for help came from the Home, sometime ago, and the ladies responded with a bountiful supply of fruit, both preserved and dried. They also pieced and tied four quilts which they sent, and other things useful to our sick and helpless Brothers. I hope all, or most of the Auxiliaries have done as well; if so the Home will be well supplied this winter.

Brother Higgins of Division 111 was killed in a wreck on the Santa Fe, near Franconia, Ariz.

I see by the Denver letter that Sister Johnson gave us quite a compliment in the description of our treatment of her while in California. Come again, Sister Johnson, we were always glad to see your bright face at our meetings and socials. Our next meeting is election of officers. Auxiliary 84 is in a very healthy condition, regardless of the many discouragements to which human organizations are heir. Our meetings are fairly well attended. We should do something to get our new mem-

bers out. So many have attended only one or two meetings. I hope that our new officers will do something to remedy this matter. It won't do, Sisters, to let new members forget their duty in this manner. We have worked so nicely this past year. Auxiliary 84 should be a banner Auxiliary and could be, I am sure. With best wishes to all Divisions of the O. R. C. and L. A. to O. R. C.

Los Angeles, Calif.

A CO-WORKER.



## Editor Railway Conductor:

We are now living at Henderson, Tex. Mr. Noble has been transferred here from the main line. We like Henderson very well, and Mr. Noble is delighted with his run. Plenty of rest and good pay, and I suppose that is what all conductors like, especially when they are reaching the age limit. I have been here six weeks and out of the six five of it I have been laid up with a badly sprained foot, and I surely miss my Sisters of the Auxiliary, not having a chance to see one of their faces coming through the door, as they always do when I have been on the sick list, but Sisters, when the Henderson ladies heard of my misfortune there was no time lost. They all came forward, as you always have done, put forth the hand of friendship and welcomed me to their city, and hoped that a bad beginning would make a good ending. Those loving hands I can never forget, and stranger when we met will be stranger no more. Henderson is the flower spot of Texas. I have never seen such exquisite flowers or roses since I have been south as was sent me while I was unable to move, and still they keep coming, and as the ladies all say, "We will make you think that life is still worth living." And so I believe them, for I think it is myself. In reading over the proceeding of the Grand Convention, I see where Sister Sleight was absent at one roll call, and wish to say that it was a mistake, for Sister Sleight was neither tardy nor absent during the convention. The Auxiliary did not pay for a delegate to go on business for the good of the Order, then have her neglect it, for I know she attended every session, and brought back good reports of each day. Sister Crech of San Luis Potosi was with us for several meetings. We all enjoyed her visit very much, and hope she may live to come again. While here Sister Crech presented Auxiliary 134 with a set of twelve drawn work doilies to be raffled off for the benefit of the Home at Highland Park. We realized a neat little sum, which was forwarded at once to Sister Watson, so she could put it with the rest in her treasury, and I hope that Auxiliary 134 will always respond when Sister Watson gives us a call, be it little or much, you will always get it willingly and it comes from the hearts of the Sisters of Auxiliary 134. By the way, I was the lucky winner. The doilies are beautiful.

The Brothers of Division 77 and Sisters of Auxiliary 134 held a banquet at their hall for the benefit of Sister Crech and others who were visiting the city. A good time everybody had, as we always do at such gatherings. No especial program. Some remarks were made for the good of the Order. Sister Crech presented the president with a beautiful solid silver spoon, which comes from San Luis Potosi, which will always be appreciated, and many fond memories will come up when we gaze on the spoon.

Brother and Sister Will Galaway gave a rag-time party. I do not know whether there was anything left of their house—after it was over with or not. Sister Renaw carried away the first prize, a very ancient fan; Brother Anderson walking away with the immense stick of candy. Brother George Galaway was very attentive to Sister Creech, although Sister Galaway was there. (Of course Bro. Creech will not see this.)

Although he was tattered and torn, wore green goggles, they went hand in hand together all the evening, as much as to say, "We're strictly in it, and you cannot tell what a man is by the clothes he wears." There were several parties given while Sister Creech was with us, and every one was the best. A few of us spent the day at Sister Anna McCall's, who lives with her parents, about two miles from town. Well, one-half will never be told—the other half was an elegant dinner and everything that heart could wish. Auxiliary 134 is getting along beautifully. We have nineteen or twenty in good standing, and the future prospects are looking much brighter for new members, and we can hold our own with any Auxiliary in Texas. I believe that all the Sisters are well in our Auxiliary, as I have had no other reports stating any illness. Brother Hall Noble and wife have a young son to bless their home. I hope he may prove a great blessing to them, and make a good conductor like his father. I would say to my Palestine friends that since Mr. Noble has moved to Henderson he has become so very aristocratic that poor, faithful Jim has to be called James. I am very thankful there is nothing in a name. Wishing everybody a Merry Christmas and Happy New Year, with love to all and best wishes to all O. R. C. and Auxiliaries. MRS. F. A. NOBLE.  
Henderson, Tex.

#### Editor Railway Conductor:

The writer for the past week has been somewhat indisposed, and how welcome were the faces of the dear Sisters as they called day by day and sent kindly messages, or, better yet, words of greeting enclosed within the petals of a bouquet of fragrant flowers. Our Auxiliary has been kept quite busy during the summer months, and now as the fall and winter is coming on we are preparing for a busy season. Our plans for the year are as yet somewhat immature, but we know that our President has got some special work for each of us to do. We are at present mourning the loss of Sister Pease, our faithful Secretary, who was obliged to tender her resignation on account of ill health.

Brother Hugh Malloy, whose life has been in the balance for nearly three years, is again gaining strength and we hope to see him as hale and hearty as ever in a few days.

Sister McManus, whom we recognized as an earnest worker, and a member of whom we are justly proud, has gone to West Superior. What is our loss is their gain. Our deputies have been corresponding for some time hoping to start an Auxiliary in Duluth and West Superior. If any good worker up there sees this letter, either write to me, 210 Nelson Ave., St. Paul, or to Sister Little in Minneapolis. We are both ready to do what we can.

Sister J. W. Rees and her little daughter, Mable,

have chosen a somewhat novel life for the winter. They have gone on a claim up near Lake Itaska and expect some day to come back carrying a bag of gold nuggets. The land was a piece of choice government property and it is said to be worth a neat sum already.

Some of our Sisters are on the sick list; that is why there were two for three seats empty at the last meeting. Mrs. W. R. Shaw, our former Vice-President, has been elected Sec. and Treas., and Mrs. Hauser was elected to fill the V.-P. chair. Both are capable women and we know that they will fill the places very satisfactorily.

The home of Brother and Sister Hickey has been brightened by a beautiful little granddaughter.

An enjoyable thimble bee was held last week at the home of Sister Gilboy, which was largely attended. It was a sort of a shower; it is a secret only to the members. If our readers will be patient, after a time we will tell them what we are doing. Our Auxiliary has finally found out our mission. That is, "make others happy and we will be happy ourselves." We are progressing slowly in the insurance work, but we have all paid our dues up to the first of January, and by December 15 we will be ready with another installment. And now Sisters, as the cold weather advances and gives us ambition and energy, let us go to work in real earnest for the advancement of our Auxiliary. MRS. J. C. MCCALL.

St. Paul, Minn.

#### Editor Railway Conductor:

Away out here in our beautiful city of Lincoln, the capital of the great state of Nebraska, Auxiliary 86 has taken on a new life. Sisters Heagy, Marshall, Hawker and Williams attended the Grand Division session and enjoyed the pleasures of the fine trip prepared for the delegates. The cool autumn weather has assisted us in bringing out a large attendance to our meeting, as well as to our socials, which are given every two weeks. We are busy now preparing for a grand ball to be given on the 14th, and expect to have a very enjoyable time. MRS. ANNIE WILLIAMS.

Lincoln, Neb.

#### Editor Railway Conductor:

We have had a splendid summer, and Auxiliary 154 has improved in every way. Of course, we have our ups and downs, as I suppose they all do. One of our good Sisters, Mrs. James, invited us to help celebrate her birthday. A nice little program was arranged, after which a dainty supper was served, which all enjoyed. They have had several card parties this summer trying to raise finances, but were not crowned with that success as they might have been if they had the co-operation of all the Sisters. I do not think it fair to amuse only one side of the Auxiliary because the rest don't believe in cards and card parties. This is a sensitive question to touch upon, but nevertheless, we must remember that if we do not have the co-operation of the Sisters we cannot be successful. Sisters, let us act in a christian spirit and do unto others as we would have others do unto us.

We have two candidates for initiation at our next meeting. Mrs. M. Kern has moved to Blooming-

ton, Ill., where Mr. Kern has a way freight. We are sorry to lose so worthy a Sister and will be glad to see her in the Lodge room any time. Come up some time and see how we get along.

I am sorry the year is nearly gone, as we dislike to lose any of our officers. They have all been very satisfactory and faithful, especially our President; she is such a little busy body. Let us all, who can, attend the meetings as often as possible, and do all we can to treat each one alike; then there will be no hard feelings. Christ said, "who-soever is not for me is against me." There are only two ways, either for or against, so if we could just as well as not attend meetings and do not do so, we break our solemn vows.

Sisters, we are at the close of another year, and as we look into the next, may we resolve to be more faithful and efficient members. Wishing all a Merry Christmas and a Happy New Year.

Freeport, Ill.

MRS. S. B. MABEY.



#### Editor Railway Conductor:

While Auxiliary 47 does not report any material increase in numbers during the past month, yet we look upon our present condition as somewhat improved, and feel much encouraged. In reviewing the year, we have abundant reason to praise God, and go forward. Another year will soon be gone; all that we have done of good or ill cannot be recalled. O, hours misspent and wasted! How we wish we could live them over again. O, how many of these upon the record of our past! How many golden opportunities we have passed unimproved. We sleep, but the loom of life never stops; and the pattern which we were weaving when the sun went down is weaving when it comes up tomorrow.

Our average attendance during the year has been very creditable. Sisters Clay and Leonard attended the School of Instruction, held at Elmira, N. Y., Sept. 17, 18 and 19, and were much pleased and benefited by going there. The one which was held at Cumberland, Maryland, Nov. 21, 22 and 23, we received an invitation to be present, also, but regret to say not any of our Sisters were there. Our Secretary, Sister Adams, has made the last payment on our piano. Sister Enders has been our pianist during the past year. We feel confident in saying that her services have been much appreciated, and hope she may fill the same position during the coming year.

Our annual election took place December 4th. There is no reason why we should not all work together, during the coming year, in love and harmony.

Sister Nolte has been on the sick list. At our last meeting she was somewhat improved. We hope for her speedy recovery.

Auxiliary 47 sends their New Year's greetings to all Brothers and Sisters, and may the year 1902 ever live with us all, a beautiful page in the book of memory.

IRENE V. POFFENBERGER.

Harrisburg, Penn.



#### Editor Railway Conductor:

Auxiliary 126 was so well pleased with the last news I wrote (?). Fearing I will lose my job will write a few words more. Our meetings were very well attended during the very hot weather. Now

the weather is cool, Sisters, all come out and help to make our Auxiliary interesting. Two new members were initiated at our last meeting and we had two visitors, Mrs. Goodspeed, of Auxiliary 83, and Mrs. VanDyke, of Auxiliary 142. After meeting all went to Bachman's Cafe and had something good to eat. Having sickness in my family, I was unable to attend. It makes me hungry yet to think of it. On April 26 Sister Shipp, of Kansas City, inspected our Auxiliary. I fear she found us rather dull. On May 29 Auxiliary 142 invited us to spend the day with them. Fourteen of us went. To say we had a good time does not begin to tell it. The Sisters of Auxiliary 142 know how to entertain royally. We thank the Sisters for their kindness, for it will be a day never to be forgotten by those who were there.

We regret very much to note Sister Fletcher's husband is sick and we hope for his speedy recovery. Last month Sister Johns entertained us at tea. All had a very enjoyable time. Your humble servant has to entertain this month. I have the soup bone boiling already. I will turn the pen over to my successor, whom I hope will do a little better.

MRS. D. N. MYERS.

Ft. Scott, Kan.



#### Editor Railway Conductor:

Alone, with naught to break the silence of the lonely afternoon save the wind as it whistles through the trees and makes us shudder with fear as we think of our dear ones who are endangering their lives for our sake, as they climb over cars and run here and there throwing switches and making couplings in the dark and storm, while we are safe at home. But such is the life of a railroad man.

Where could a braver class of men be found? Talk of soldiers who fought so bravely for their country; was that for long? No, a few short years and war ends. Of course they faced duty and death like noble heroes, and very many of them fell in the noble cause; but our brave boys face death day after day and year after year, and, alas, many, very many of them meet it. Oh, to think of a dear one being brought home crushed beyond recognition. Yet this is a common occurrence, and who knows what hour we shall be called upon to bear the same burden? And the idea that some people entertain regarding railroad men; why, some think it impossible for a railroad man to be a Christian, but here very little they know about it. A railroad man has a great many temptations to lead him astray, but I am glad to say that truer hearts never beat than those under the dirty blouse, and I feel safe in saying that when the cares and toils of this life are over and we are called to our heavenly home we shall find that heaven contains as many railroad men as any one class of men that earth so highly esteems.

I am glad to note that in the last few years the railroad men are coming more to the front and are looked upon with more honor than they formerly were. People are beginning to realize their true position in life, and I think the greatest part of this is due to the noble orders that have been organized over a number of states, and moreover, I think every railroad man should have a true and loving wife.



Now a few words in behalf of Division 329, of which my husband is a member. This Division contains as brave and noble a lot of boys as ever ran a train, although I do not know much about the Division, as my husband has Sunday in Jackson, Ohio, and does not get to attend Division very often. Trusting that God's ever watchful eye will ever be o'er our brave boys.

Springfield, O. Mrs. H. A. ROWLAND.



**Editor Railway Conductor:**

The winter months are here and we are again close on to our election of officers, and the faithful and patient corps who have filled the chairs during the past year and did justice to the Order of the L. A. will urge all members to make an effort to be present for the election. Good, earnest, active, punctual women are the ones to fill the highest offices in our Auxiliary, and it takes the floor members to put them in the chairs. Our President must hold the dignity of her office and govern her members also; and our choice should be made thoughtfully, and then she must be supported accordingly by those who put her there. This must be done to make the year just coming in one of promise and success. Time flies, and we cannot always live, so we should use our influence for good at all times, and especially in our noble Auxiliary work. Why would there be an L. A. to O. R. C., if it were not to benefit the work of the O. R. C.? Let this coming year be one that will count, and also tell for itself throughout the states of the Union.

Sister Sherman is mourning the loss of a sister who was killed by an accident in Pittsburg. Sister Grove is improving slowly. Sister Sanders has a new baby boy, which is fine, and father and mother may well be proud of it. We are still looking for the mothers to bring their babies to Auxiliary meeting before they get too old. We anticipate a baby day at No. 88. We will have to stir some of the old members out; they are not so punctual as they used to be. Some are insured members and we need them present to help tell what a good thing this insurance is to the Sisters who are not over 55 years old. The social held at Sister Fife's was very gratifying in its results. Our Auxiliary was visited in October by the District Inspector, Sister Rinehard, Sister St. Myer, Sister Ody and a couple of other Sisters, whose names I did not learn. All the visitors came from Auxiliary No. 9, of Pittsburg. No. 88 enjoyed their visit very much. I

happened to be out of the city on that meeting day. I am sorry, for we are so closely banded together that you miss a great deal if absent when Sisters visit your Auxiliary. But come often Sisters. As this is my last letter to THE CONDUCTOR, hoping all Sisters may be fraught with interest in Auxiliary work during the coming year.

Altoona, Pa.

MARY M. McCURDY.



**Editor Railway Conductor:**

I know that the members of Auxiliary No. 97 have a desire to be heard from, and that there are many who deserve a very special mention for the interest and the trouble they have taken to make our Order a successful one.

I think first on this list comes our President, Sister Hattie Reynolds, from Riverside, Ill., who has only been absent one meeting during the year, and that was caused by the serious illness of one of her children, and who has won all our hearts by her sweet, dignified manner while presiding at the meetings. Next on this list comes our out-of-town members. Sister Lillian Ward lives in Forreston, about 100 miles from Aurora, and is rarely absent. Sister Anna Keiser of Downer's Grove, while one of our youngest members, has proved to be one of our best. At the beginning of the year she presented our retiring President, Sister May Chittenden, with a hand-painted plate, and later in the season she gave our Auxiliary a hand-painted chop plate, from which we realized \$20.20.

I think our Secretary, Sister Sadie Trahy, should also have honorable mention, as having been neither tardy or absent through the year. I sincerely wish I could say the same of all our members, but alas, and alas!

We have been very quiet this year. There were fifteen from Aurora who attended that splendid convention at St. Paul, and after that the hot weather came on and we lost our energy and have hardly recovered it yet. We had a little picnic this summer and we gave our Past President, Sister May Chittenden, a house warming when she moved into her beautiful new home, and that is about all the entertainments we have had. We hope during the winter season to gain new life that will strengthen the bond of love and good fellowship that I know exists among all our members and we try to live up to the admonition, "May we be to others' faults a little blind, and to their virtues ever kind."

Aurora, Ill.

HATTIE M. LINDSAY.



**PAY OFF NIGHT.**

BY IDA YOUNG.

Waiting at the station,  
Young and old alike;  
Chatting while awaiting  
"Till the pay car comes in sight.

When they get their money—  
Away with happy stride  
Each one hurries homeward  
To his happy fireside.

Young men think of mothers  
And happy faces bright,  
Husband of the helpmeet  
When the pay car comes in sight.

Brothers, do your duty  
For it is only right;  
And may your lives run smoothly  
"Till the final pay-off night.

When you're called to heaven  
From this earth below  
And you sign the pay roll  
May your spirit go

To that land of sunshine  
Where there is no night,  
Never more awaiting  
"Till the pay car comes in sight.



No communication will be used unless the name of the author is furnished us.

Editor Railway Conductor:

I desire to call the attention of the members of the Order, and more especially of those Brothers in the eastern and middle states, to an important matter which will come before our national legislature at its next session.

The Geary Chinese exclusion act expires next May, and every man who works for a living, whether a member of a labor organization or not, is vitally interested in such legislation as will result in a re-enactment of that wise and, to labor, beneficent measure. While the evils of Chinese immigration are more especially apparent on the Pacific Coast than they are in the Atlantic and middle-west states, yet the slightest encouragement to this, the least desirable of all immigrants, would set them coming to this country in swarms, to the detriment of the working man everywhere. Even under the provisions of the Geary Act, it seems impossible to keep this wily Asiatic out of the country. And all along the borders of this country, in Canada and in Mexico, there are thousands of them awaiting their opportunity to slip by the government officials, no matter how alert and watchful they may be, and once in, it is almost impossible to catch and deport them. No matter what the precautions, the number of celestials continues to increase, each and every one a menace to fairly paid labor.

With powerful companies guaranteeing their entry to the United States for \$300 a head and with no form of punishment worse than a free ride back to China in the event of an accidental detection, is it any wonder that the present barriers are insufficient to keep out "the yellow spectre?" If this deadly competition to free labor is increasing despite the precautions of the government and the restrictions of the Exclusion Act, imagine what a holocaust to labor it would be if the bars were let down entirely. And yet there is every evidence that certain so-called commercial interests in the Eastern States are preparing to do this very thing.

With the Geary Act expiring in May, 1902, there is none too much time for organized effort toward securing either re-enactment of that Act or some still more stringent measure. And the statement that the trade of China is to be secured by permitting free ingress to these coolies, is ridiculous. To allow them any more privileges than they now enjoy and abuse would be too great a price to pay for any trade concessions within the power of China to grant, and we can reply to the clamor of these

commercial interests by saying that trade relations with that country will be a matter of treaty and the United States will fare much the same as European nations. And this mere opening of our ports to the unrestricted entrance of Chinese would not aid the United States commercially, while it would be a deadly blow to American labor.

To those members of the Order who have not lived among Chinamen, to those to whom the celestial is simply an interesting curiosity, I would say, if, through the apathy of organized labor, some iron-clad exclusion law fails of enactment, (and if such a law fails of enactment it will be because of our apathy) there will come a fearful day of reckoning. You are admitting to compete with you, a non-assimilative race who will swarm to our country attracted by its prosperous conditions. You simply invite the avalanche that destroys you. You add an element to our population that is lawless, that usually cannot be reached by ordinary processes of law and in every community where they assemble in numbers they violate all the laws with comparative impunity, all the way from sanitation to murder.

You hold out encouragement to a hostile race that has within the past 35 years sent \$400,000,000 in gold out of this country and left this coast nothing but demoralized labor conditions. You are morally responsible for the admission of an element that can quickly adapt themselves to ordinary forms of labor and in the course of ten or twelve years each of them take enough back to China to make him a competency there, although he may never receive more than fifty cents a day. The conditions of that labor are such that they cannot be lifted up. That can only drag down.

The Pacific Coast will be unanimous in favor of the re-enactment of this measure, but judging from the reluctance with which the middle-west and eastern states gave their assent to this law when originally adopted, the indications are that a few commercial interests, assisted by the ever ready sentimentalist, will defeat the measure unless labor is awake to its own interests, and hence the urgency of forceful and immediate action. The labor organizations must take the lead in this movement to impress upon our congressional representatives the urgent necessity of promptly re-enacting the Chinese Exclusion Act.

It was among the working men that the agitation began, many years ago, which culminated in the present law prohibiting the coming of coolies to the United States, and it is to organized labor that

the working man instinctively looks to head the crusade against this deadly competition from the Orient, because to him the evils of Asiatic immigration come directly and disastrously.

In some unaccountable manner the impression seems to prevail in the eastern section of the country that California and the Pacific Coast are not as violently opposed to this class of immigrants as formerly. There have been quite a number of distinguished gentlemen, headed by the Chinese Minister, Wu Ting Fang, who have been trying to foster this impression, and while that wily and talented celestial has been making statements in his lectures that would not hold water a minute on this coast, where the contrary facts are too well known, yet the coterie of which he is the recognized head are making dangerous headway in their strenuous efforts to forestall any further restrictive legislation against the yellow race.

The writer has accepted an invitation to attend the Exclusion Convention to be held in San Francisco on the 21st of November, and will forward as soon as possible the report of that meeting, and in the meantime hopes that every Division of the Order will take prompt action and formulate a request upon their representative in congress that will be strong enough to open their eyes to the danger which confronts the working men of the United States.

C. R. STEWART.

San Diego, Calif.

#### Editor Railway Conductor:

There was a Brother of my Division elected to correspond with THE CONDUCTOR, but I have not seen, so far, any production from his pen. I am confined to my room with a mashed foot and it came to me that I could drop THE CONDUCTOR a line while convalescing. Division 336 is still on deck. Our members are kept so busy on the road and so hard at work that it is impossible for them to conceive any mischief. So everything is moving along. We hardly ever fail to get a quorum for meeting, and a reasonable interest is manifested for the good of the Order. We have quite a number of O. R. C. Brothers who are braking. Many who are not known to me. I think that Brothers of the O. R. C. ought, for their own good, if they are in good standing, drop the Secretary of the Division at the terminal of the road upon which they are employed, or should report in person to him and leave with the Secretary name and the number of the Division to which they belong and place where they temporarily reside. If that was done by each Brother the Secretary would have a record, and if an accident should happen the Brother the Secretary would be fixed to render immediate service to the Brother as well as his Division and family. There have been Brothers braking on this road who have been hurt, and they have not received the recognition and care that they should have received, because they were not known. The Brothers have been to blame themselves (but they most always blame others). I would suggest that Brothers of the Order consider this matter and its importance and help as far as they can to make the O. R. C. a useful and helpful affair in that line. Then I am afraid that many of our Brothers are selfish and do not take the interest in the Brother who is

braking that they should. Some conductors feel that they have trouble enough of their own and often the Brother who is braking makes himself obnoxious by his conduct and he is mistreated on that account. Brothers, this ought not to be, but all Brothers should contribute as far as possible to help each other. Here is hoping my little letter will bring some good fruit. If it does I will write again.

SAMUEL R. PROUD.

Longview, Tex.

#### Editor Railway Conductor:

Another grand success for our Relief Association of Division 25. Our third annual ball was held October 31. About one hundred couple enjoyed themselves. It brought back young life to some of our old conductors. Why, you would have been surprised to see how easy it was for them to dance to the lowest strains of the music when they had such a hard time to pass the eye and ear test a year or so ago. During the evening two gold watches were given away to the ones holding the lucky tickets. The gent's watch was drawn by Mr. Wiggins, of Utica, (ticket No. 1346). The lady's watch and chain was drawn by Mr. Stevens, of Winthrop, (ticket No. 498). Our Relief Association took in about two hundred and seventy-five dollars, which goes down in their treasury. Thanks to the patrons and the committee in charge.

Now, boys, the next on the program is the election of officers for the next year. We want every member to be present and talk for himself. Don't depend on a few to do it all, and after election kick because they did not elect this one or that one. Come up and do your kicking in the Division room and then every member will be satisfied. You must remember that your welfare rests in your officers, so do your own choosing. Brothers Lock and Sessions have selected their partners for life. We wish them long life, prosperity and happiness.

J. J. WILLIAMS.

Ogdensburg, N. Y.

#### Editor Railway Conductor:

Through the columns of THE CONDUCTOR I wish to call the attention of all Brothers that the Louisiana Purchase Exposition is now granting concessions to those applying for space on the grounds at St. Louis, and I also wish to state that in all expositions, fairs, and demonstrations of this kind that have come and gone that the railroad men in the transportation department have never had any representation or an official day. Now, Brothers, it looks as if we should have had, as we help to handle the vast throngs that have visited at those places of amusement and learning. I think we should have at the St. Louis Exposition a building of our own. The cession for a place, I assure you, could easily be secured, as the board of managers would be glad to have such a building as we would put up on the grounds. We could have 100,000 souvenirs made of silver, about the size of the Cal. half dollar with the Exposition seal on one side and our emblem on the opposite side; also have a brief history of our Order from the beginning to the present day with a brief history of the Louisiana Purchase, this to be in book form, neatly bound. These to

be sold at the building and the proceeds go toward defraying the expense of caring for the building and erecting it. Should the Brothers think the plan feasible we should get to work as soon as possible and get a desirable place on the grounds. I hope the Brothers will concur with my views on this venture. It would be an opportunity to get acquainted with our Brothers from all over the United States, and as this exposition at St. Louis will be the last of its kind for years to come we should not let this chance slip by. It will be one of the grandest productions of the kind ever witnessed. St. Louis may be sleepy and slow, but they never do things by halves. Will we have the have the building or not? GEO. O. BROPHY.  
Stormsburg, Neb.

Let us have a kind word and pleasant greeting for each other. Personally I feel proud of the growth of Division 138 in the past year and believe we can still do better in the coming year.

Garrett, Ind.

J. F. HEFFNER.

#### Editor Railway Conductor:

In my study of Brother J. W. Rankin's letter of last month I tried to look beneath the surface to detect a reason for his loyalty to seniority. The only attempt he makes to defend it is his statement that he fears his officials might use it as a cloak to run in some fellow ahead of him. I don't believe that I should consider my job safe from one trip to another if I worked for a superintendent whom I knew was capable of such treachery as this. At any rate were I his superintendent I should not receive such utterances as much of a compliment. Admitting that all officials are not angels, I believe I am safe in saying that there are none who would be guilty of bestowing favoritism in disguise of merit, and I also believe that where good and capable men are available to run the trains on any system of railway that our superintendents will give them preference.

There is not that piece of track that lays out of doors but some of you who read this letter can lay your hands on men who, from the minute they check up their bills, begin to lay plans for a little "shut-eye" after they get out on the road. They throw their bills down in the way car and say, "Here, Jim, make out this report. Keep your eye on the order board. I'm going to cock an eye a bit." Jim goes over and sets out the cars at Mocha and Java; no attempt is made to flag. The train is left unprotected, and if Jim happens to be a bit careless because of the double duty imposed upon him, he kicks the car in to clear and does not attempt to set a brake on it or even see where it has stopped. If the red is shown for orders Jim has to walk clear to the hind end to tell his conductor that they want him at the telegraph office for orders. Of course this takes time, and time means money to the company. So it goes, all up the line, but eventually something happens that Jim can't explain, then the jig is up. The conductor lays the blame on Jim and calls him a lunkhead, and gets called down for his trouble—down to the office, where the whole thing is aired and both get time—Jim for doing someone's work and neglecting his own; the conductor for negligence. Of course he gets back to work in time, but it is the same old thing after a few trips.

His train book has its back all broken and bent; his figures are illegible, not because he cannot make them plain, but simply because he does not take the time to make them well; he closes his eyes to defects of rolling stock because, he argues, they have men paid for looking after this work; he never looks at a seal, and if compelled to do so, takes a snapshot and then marks it "def." He checks his train with the same carelessness, depending entirely upon the checker for errors that are constantly arising out of similarity of numbers and initials. Everything goes, to get out of the yard, and after the yard limits have been passed, if he makes out his own reports, his natural carelessness prevails and his reports look like the ancient hieroglyphics that are being resurrected from

#### Editor Railway Conductor:

Division 138 held their annual election Nov. 10, and we had quite a nice attendance, although we were expecting much better; but on account of heavy business on the road a great many were unable to attend.

The Brothers are becoming more punctual and prompt in attending Division meetings and this is as it should be. Every Brother who possibly can should avail himself of that opportunity. A good attendance puts more spirit and life in the Division and makes our officers feel as if their efforts to make everything pleasant and to have a good Division were appreciated. We do not believe you have forgotten the road to the Division room, and if you find any strange Brother act as his pilot and bring him along. It would have done your heart and soul good to have been at meeting Sunday and seen Brothers Gordon and Anderson and noticed their pleasant smiles. Come again, Brothers, and you will always find a hearty welcome. Brother Grim was also there and as jolly as ever. Let the good work go on and let us get closer together, both in and out of our Order. It is true we have all done very well the past year, but do not stop at that; let us see if we cannot do better and make this the banner Division of the B. & O. system. We have the right kind of conductors, with the right kind of spirit, I honestly believe, and I hope that we will all go out into the year 1902 with a still higher sense of the direct comforts and benefits flowing from membership herein and a keener realization as well of our individual responsibilities in the Order and do all we can in assisting our officers, both in our Order and on the road. Brothers, our Order will be what we make it as to its usefulness and influence, therefore, let us regulate it so that good will result from all our efforts. Let our influence be felt in the uplifting of humanity. Our Division room should be appreciated and prized to such an extent that we will not miss a meeting when possible to attend. Our meetings, also, will be what we make them; if they are conducted as we conduct a train, with every man at his post, each one ready to do his part and all working to the same end, success and prosperity will follow and good will be accomplished. Let us be attentive to the regular order of business and see that all is done with order and dispatch. I would suggest that each Brother add his mite in expression of thought and ideas for the general good of the Order as well as his Division and its members.

some of the pyramids of Egypt. If an order signal is displayed, he says: "Now, I wonder what 'ell he wants, anyhow," and waits for the caboose to draw him up to the station. Ten chances to one he will back his train up to deliver his orders to his engineer, or, if he does accept the odd chance, he will go on a walk, growling at the "contaminated derelict of the animal family," that "hasn't head enough on him to make a meeting point."

Compare him, if you will, my dear reader, to the man who knows just where every car stands in his train, and knows that he has a bill for it. To the man whose every figure shows care. To the man who checks the register and knows what trains are in and tries to get a good idea where those trains are that are not registered. He figures with the dispatchers. He can approximately judge where he will get orders and is at the office when his train arrives at the station where the red is displayed. He knows what car to set out, because he is there. He knows if a brake has been left set on it by hand or if the angle cock has merely been turned. He knows where the agent wants it, too, before it is left upon the siding. If he gets cars out, he is there, too; and he cuts them off right. He don't make false moves nor cover the ground twice. He learns that it is poor policy to try to run an engine down or wear the patience of the engineer out who is pulling him by making three switches to get out two cars. He knows when he has a hot box, too, and consequently but few journals drop off for him. In fact, his soul is in his work, and it is manifest to all who observe him. His thoroughness is not long a stranger to the office. The old man sees it in every move he makes.

Compare this class of men, if you will, to the man who works only as he has to to perform some task, and you can readily see what the hope of promotion by reward of merit will accomplish. I would not have you to assume from the foregoing that I would place all men on seniority roads in the class of laggards I have described as my first character. We have all classes on all roads; but on seniority roads the man who has the natural tact and energy to push to the front, has no more chance than a blind goose in a mill yard. No man who is willing to compete with his neighbor is afraid to pool issues in a race for merit. It is only the man who knows that he would be snowed under by his own laziness and carelessness that hesitates.

I wish all men who run trains would run their trains and attend to their own work. I wish every man would do the best for himself he could. With these two wishes granted I am sure that lots of the imaginary troubles we have and thousands of the real ones would disappear. Seniority would find no champion then except among that class who wait for dead men's shoes. Merit wrongs no one, but rewards justly; let merit prevail.

Sedan, Ind.

MERIT.

Editor Railway Conductor:

It has been several moons since I have written a line to THE CONDUCTOR, and I hasten at this time, the closing of the year, to get my machine in motion toward the headquarters of the O. R. C. Nov. 24 was our election day. I am happy to say that Division 262 has a membership that is as energetic

and as hard working as any Division in Texas. Our Auxiliary, 137, is also up in line in that respect. I did not intend to mention the ladies in this letter—but I will do so now for the reason that one of the fair members stated that the correspondent of Division 262 had lost his gift of gab. It appears to me that my dear Sister Mac has lost hers. She is a good writer, and the members of Division glean THE CONDUCTOR each month, in hopes that an article will appear under her sig.

The boys on the Santa Fe are doing a good business, making good time while the good weather lasts. Their families will have a happy time during the holidays, at least I think so from the amount of money the men folks are making. Brother Cairncross of Division 18 has been appointed trainmaster of the Beaumont division; all the members of the Order on the Gulf, Colorado & Santa Fe are very proud of his promotion. Brother Cairncross is a high-toned gentleman in all respects, a first-class railroad man and one that will climb the ladder of promotion three rungs at a time. Success to you, my Brother.

I read your article on the relief fund in the November CONDUCTOR. That is about the best thing I have read for some time; it covers all the ground—particularly the letter from Brother C. What he says strikes home. Every conductor should read his letter. I think the Relief Fund is the only thing for maimed and disabled members who cannot get action on their certificates in a legal manner. Brother C. has applied time and again for his insurance; he sadly needed it, and what he says in his letter voices the sentiment of every member of the Order here.

I note a letter from a member of Division 365 asking what the members of the Order think of the government ownership of railroads, telegraph and telephone lines. He says he does not care to discuss the matter politically. I, for one, know no other way it can be properly discussed. It has been discussed by the populists in Texas for several years, and cussed by all political organizations, and by railroad men generally. The government ownership of the propositions mentioned would be the worst thing that organized labor ever tackled. It would mean peonage to all. A railroad man at this time has only one more right than a soldier; that is, to quit when he is dissatisfied. He would not have that, if the government handled him. Should he be so unfortunate as to lose his job, where would he go to seek another in like profession? We would have so severe a physical examination that when he would reach old age that he could not go through. He would be holding his cap in his hand all the time hocking the "Kaiser." He could not kick at the trainmaster or the dispatcher; if he did he would be thrown into prison or the guard house, which is the same thing. He could not have an opinion, or a grievance committee should he wish to have one. All our labor in getting the classes together to effect organization would be thrown to the winds. We would be quoted to our descendants as a lot that sold their birthright, like Esau of yore olden time. Railroad men should hoot the idea of government ownership. Let the farmer advocate that—that is his hobby. Let him ride his hobby. We will walk in the line that our forefathers laid down. They were as wise as we are now. Government owner

ship would mean politics. The average railroad man has not the time to monkey with that article; we down here have had enough of politicians and their doings.

ROMANCE,

Cleburne, Tex.



Editor Railway Conductor.

November CONDUCTOR at hand and am pleased to note the great improvement in the general tone of the articles in the Fraternal columns, and also in the editorials. "A Clearing of the Fog," as emphasized by the November issue, should strike home to many that are following the avocation of a conductor; the conditions that existed twenty or twenty-five years ago have been vastly improved in as far as the moral of our conductors is concerned; that is, they do not carry it to the extreme that they did in years gone by. But to get back to the keynote as sounded by the article referred to. The question of the honesty of our conductors, I am pleased to note the fearless expression of this truth as expressed in the article referred to, and also one that appeared in the October CONDUCTOR, when we, as conductors, are brought to a realizing sense that honesty in the conduct of our affairs is the right line to follow; then and not till then can we expect to be able to call to our assistance the entire strength of our organization to assist us in our days of trouble. Those of us, too, that have been years in the service must know, if we but look around us, that those who are younger in the service are but looking forward to the day of their promotion, and if they secure it through our neglect of duty in that our affairs are not conducted honestly, we cannot expect them to assist us, although they may be members of our own Order. Years ago, when our Order first came into existence, conditions were different than they are now. If one of our members loses out now—if he is over thirty-five years of age—it is almost impossible for him to again secure employment. And there stands members of a younger organization that are eager to secure his position, and have no regrets at his downfall. Now, why should we take the risk and lose all and open the door to those that will not become members of our Order? There is a question of vital importance to the members of our Order, and I believe is the keynote as to whether we stand or fall. I hope every member of our Order will read the article and resolve as it says; no matter what the temptation, "don't do it."

The results as shown by the statement of the relief fund are very good indeed. While I was not in accord with the movement at the time it was enacted into law at St. Paul, I am now willing to concede that it was a step in the right direction and hope that it may be extended in its scope so that it will include all that may be worthy and are in need of assistance. If all of the brotherhoods would take up this question of establishing pension departments, manage them themselves and pay the pensions out of funds created by themselves, they would then indeed be doing a grand and noble work; but I am opposed to, and cannot see the desirability to railway employees, of the hospital funds, relief associations or pension schemes that are becoming so popular with railway officials. Let us oppose in every way that we

can the enactment of such schemes. In some localities the engineers are taking up this question, and, I am sorry to say, are trying to establish these schemes on lines of railway where there has been no advances made by the company. It has been said that when a man becomes a member of the brotherhoods it creates in him a feeling of independence. No such claim can be made when he becomes a member of one of the relief associations or pension schemes, whether he does so voluntarily or otherwise. The brotherhoods are co-operative in their actions and there is no smarting of socialism or paternalism in the conduct of their affairs. There is no higher governing force than the members themselves; they have the right to participate or not; they are free and independent in control of their own affairs. Can we keep it so? If we would, let us keep clear of pension schemes and relief associations.

One Brother has a long article on the question of socialism. Now, speaking of the independent spirit that is brought to life on entrance into the Brotherhood, it is this same independent spirit that should be left to every man to work out his own salvation, that he has a right to enjoy the fruits of his labor. He may accumulate a fortune. Has he not the right to enjoy that without the interference of any man or state, so long as he complies with all the laws. Here, again, we come in contact with the question of paternalism or a higher or controlling force in the management of our affairs. In reading the many articles by this Brother, I do not believe he is in favor of relief associations or pension schemes for railway employees, yet they embody all the features of socialism and paternalism. You may become a member of some relief association or pension scheme, but if you do, your rights as a citizen are continually being interfered with. I believe it is our intention of free government to give every man a chance, and when he has the chance, let him get the benefit of it. The difference between this principle and that of socialism is that while socialism wants to give the man a chance in the first place, it proposes to interfere with it all the time after it has been given to him.

Jackson, Mich.

HOWARD LEACH.



Editor Railway Conductor:

Division 343 held its annual election of officers. Everyone seems well satisfied with the choice and we have no reason to doubt that Division 343 will pull through all right in 1902, or equally as well as in 1901. Mr. E. W. Montgomery, being in waiting, was brought forward and given his trial trip as an O. R. C. He enjoyed it as much as the rest of us, and we are glad to state that he is now a full fledged member. Brother Brindle made all present smile with his presence. It has been a long time since Brother Brindle has been so situated that he could attend, but now, as he is back on local passenger, we trust he will come often. I am unable to state when we will have our installation of officers, but will try to notify all members in due time. We hope each and every one will help us to make a successful regime this coming year, and that no fault will be found outside of the Division room. Come up, Brothers, and make your spell behind two locked doors, guarded by two sturdy and trusty



sentinels. We feel that you can be made to enjoy yourselves if you will only come. Every meeting has plenty of Order news for you to hear. Take the monthly circular from the G. C. C.—it is full of news and interest to us all and should be read or heard by all members, as that is what they are gotten up for—simply for our information. Business on this part of the great Rock Island Route is good and has been; but with good business comes big engines, and we are getting a host of them here now, and you all know what that means.

Fairbury, Nebr.

V. H. HAGELBARGER.

#### Editor Railway Conductor:

We had a little difficulty. Kind of run up against a lap order at our meeting on the 23rd of October. We signed our call book all right at about 6:45 p. m., for our regular run at 7:30, and the caller gave us plenty of time. We found everything all o. k., tail lights in proper trim, etc., and after we had coupled up and tried the air, the high ball was given by Chief Pro Tem Cunningham, Brother Boucher, our worthy Chief, being absent. We pulled out on the main line and rolled over the regular order of business right on time, and were in sight of the end of the line, and about ready to get off our dusty clothes, when we got a signal from the inside sentinel, wanting to know "why the outside sentinel wasn't tending to duty?" That there was something running hot somewhere and he began "swinging 'em down." Well, of course, we put the air under 'em from the rear, brought 'em to a stop, and investigated the matter. We looked around a little, and, well! There was the Ladies' Auxiliary in full force, and each one of them had their arms full of something good to eat and drink, and as we had had a hard, long run we were only too glad to forgive them for flagging us on the main line. Well, we just got in to clear, same as though you were meeting the general manager's special, and we did so with a hearty good will. After we got into clear, the flag was called in and reprimanded a little for not watchin' out a little closer. He said he would not have let it happen, but they had a "key to the gate." We opened up the doors and welcomed the Sisters, and immediately the festivities began. We had a great time dancing, games, music, etc. The dancing being indulged in by both young and old to the delightful strains of music rendered by Sister Boucher. The cake walk was danced, and was very artistically rendered by Sister Chapman and Brother Aber. Sister Fugate and Brother Cunningham bringing up the rear with funny antics which brought down the house. The Presbyterian dance was danced, and was hugely enjoyed, and Brother Chapman was right in it, until finally "set out" on account of over tonnage. He said: "'Tain't fair, the kid run around me." Card games were also in progress, and were enjoyed by those who participated. Sister Sliger, who is visiting here from Indianapolis, together with others, gave choice selections of vocal music. Supper was served then under direct supervision of Sisters Hill, Whitford, West, Gaus, Forkner, Cunningham, Scudder, Jones, Hanford and Pritchett—and what a spread they set, and how we enjoyed it! Brother Fugate came flagging in on short time, and was asked to make out a delay, which he did, and was allowed

to "head in" with the rest of us, taking his seat at one of the tables already groaning under the weight of goodies piled upon it. Of course we all knew Bill's appetite, and he made up for lost time. Brother West, sitting at the same table, being occasionally told to keep into clear or he would get cornered. However, they both seemed to be pretty well filled up when they left the table. Surely it was an enjoyable night, and all were pleased. We heartily thank the ladies for their enjoyable surprise, and trust that sometime in the near future we may be able to get even.

We are pleased to say that our Division is in a flourishing condition. Good membership and members coming in by transfer, and "along the regular route." Now, we can see the semaphore clear, and will pull into the terminal, take in our markers, and turn in.

RACHEL.

E. Las Vegas, N. M.

#### Editor Railway Conductor:

Division 113 held its annual election Sunday. I am sorry to report the ravages of time, or some other grim obstacle, is telling on some of our members, as we do not see their faces at Division. Still we can report advancement in membership and interest, and our officers believe in living up to the letter as well as having the name. Our watchword is not defiance; we aim to elevate mankind. As the old year is fast passing into the ages, we thank our officers who are going out with it for services rendered, and trust the same fraternal spirit may stay with them to the end.

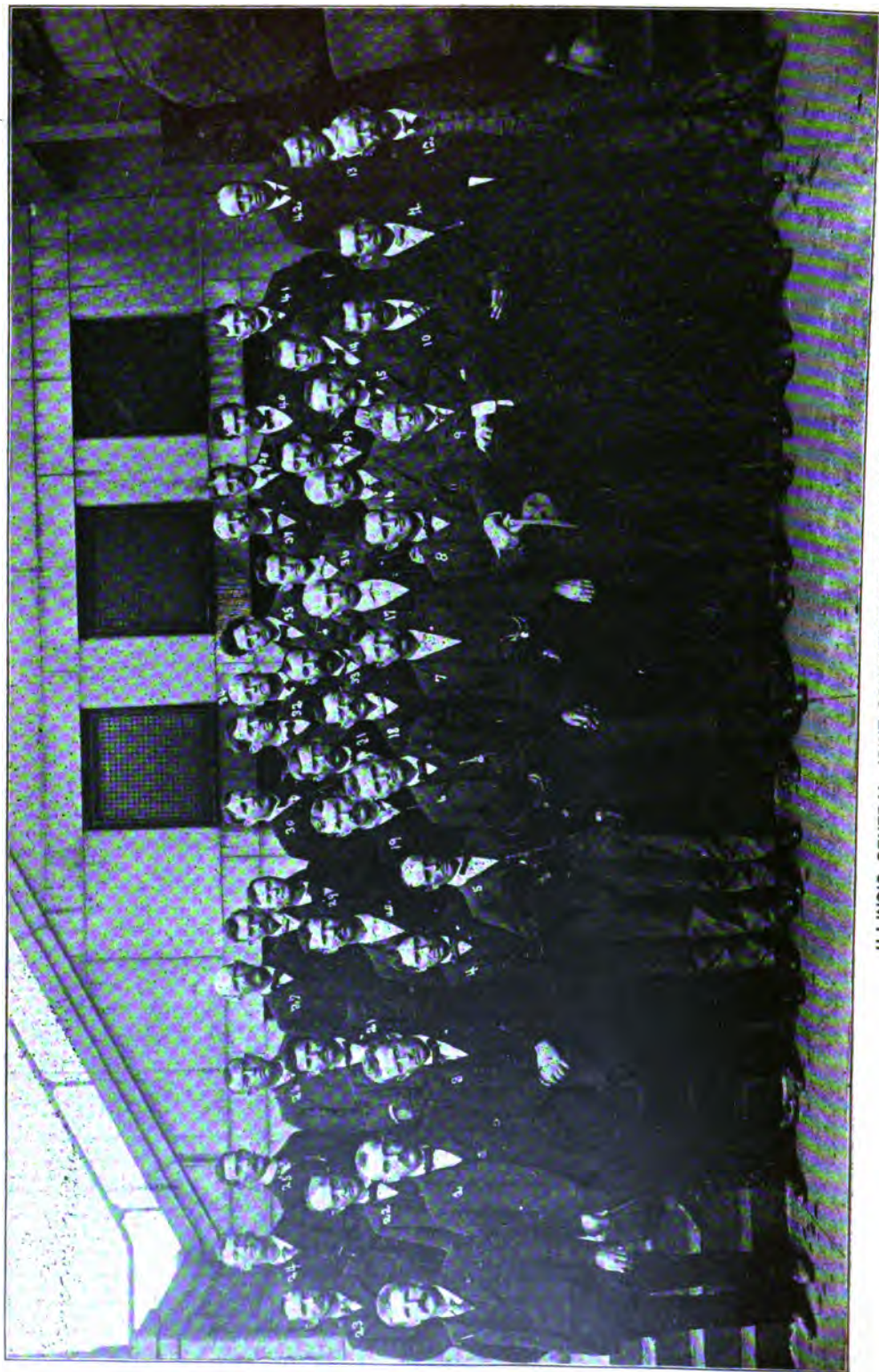
Our arrangement committee wishes me to announce that we will be pleased to have every Grand Lodge Officer and all our friends attend our sixteenth annual ball to be held in Central Park Hall, Lake and Francisco Streets, Chicago, Ill., Friday evening, December 20th. G. W. BOOTH.  
Chicago, Ill.

#### JOINT COMMITTEES OF ADJUSTMENT

of the O. E. C. and B. E. T. for the Illinois Central Railroad.

[See following page.]

1 J. J. Collins, B. R. T.; 2 F. E. Lucas, B. R. T.; 3 H. C. Barker, B. R. T.; 4 F. O. Kenison, B. R. T.; 5 E. M. Moales, O. R. C.; 6 J. E. Youngblood, O. R. C.; 7 F. M. Hall, B. R. T.; 8 I. L. Anderson, B. R. T.; 9 J. D. Anderson, O. R. C.; 10 L. W. Deeds, B. R. T.; 11 W. R. Harris, O. R. C.; 12 J. N. Abbott, O. R. C.; 13 D. B. Johnson, O. R. C.; 14 A. D. Hart, O. R. C.; 15 J. S. Milan, B. R. T.; 16 L. V. Combs, O. R. C.; 17 G. O. Miller, O. R. C.; 18 W. S. Williams, O. R. C.; 19 J. J. Conway, O. R. C.; 20 J. W. McCann, O. R. C.; 21 G. L. Jones, B. R. T.; 22 W. R. Tilford, B. R. T.; 23 F. H. Cogswell, O. R. C.; 24 H. C. Wood, B. R. T.; 25 T. M. McCaul, O. R. C.; 26 J. C. Turner, O. R. C.; 27 J. M. Borders, O. R. C.; 28 J. A. McGonagle, O. R. C.; 29 C. E. Maxwell, B. R. T.; 30 J. H. Barnett, B. R. T.; 31 U. S. Phipps, B. R. T.; 32 G. Wagoner, B. R. T.; 33 C. H. Wright, O. R. C.; 34 C. H. Shafer, O. R. C.; 35 J. S. Coy, B. R. T.; 36 K. A. Jones, B. R. T.; 37 F. R. Mitchell, B. R. T.; 38 W. T. Anderson, O. R. C.; 39 W. H. Devlin, O. R. C.; 40 C. E. Downey, B. R. T.; 41 D. J. Tierney, O. R. C.; 42 J. T. Hogan, B. R. T.



ILLINOIS CENTRAL JOINT COMMITTEE OF ADJUSTMENT.

**Editor Railway Conductor:**

The fall state elections have been held and the returns show an enormous increase in the vote of the advocates of public ownership of all public utilities.

The theory of public ownership is gaining ground so fast that it will be but a few years before we will have become a majority of the voters and our system will be put into full operation. The passing of the state elections, however, should not cause us to abate one iota of our interest in socialistic ideas, but we should carry these ideas into our municipal and town elections which are to follow shortly. Public ownership of coal yards, wood yards, ice business, street car systems, etc., should be urged at city or town elections with all possible vigor. The acquirement of these public necessities by the people would mean that we all would be able to get these commodities at cost and the employees engaged in these different industries would naturally receive the better conditions that always follow public employment as compared with private service. The trust magnates and owners of monopolies are showing us the advantages of co-operation and combination and it behooves us to profit by this teaching, by co-operatively and collectively, in our public capacity, acquiring and operating these industries for the benefit of all instead of for the private profit of a few.

It is easy to see that the public ownership of (for example) just one industry, the coal business, would result in a great reduction in the price of coal to the people, while at the same time the miners and others engaged in the productions of coal, would have their wages increased to something near a living standard. Almost everyone knows that the coal miners are practically the poorest paid class of workingmen in the country, and they are engaged in the most dangerous work. We all see how the elimination of competition in the railroad business is resulting in a large increase of profits to the railroad magnates. Now socialism wishes to simply change the system so that the public will get these benefits instead of a small ring of men, who will, if things are allowed to go on, absolutely control every industry in the country in a short time.

The opponents of public ownership always include the idea of competition in their argument against us, but the owners of these large corporations are showing that they mean to do away with competition. Some years ago, in an argument with the executive of one of the railroad brotherhoods upon this question, he maintained that public ownership would do away with competition, and thus a large number of trains would be withdrawn, letting out a number of train hands, etc. I claimed that public ownership would result in a reduction of mileage and hours of labor for those employed.

Now we see that private combination of railroads is doing the very thing that he claimed public ownership would do. I know in New York State and the New England States that these private combinations of railroads have always resulted in reducing the number of competing trains and almost invariably added mileage or hours of labor to the day's work of the employees.

Ask any employee of the New York Central, West Shore, R. W. & O., Mohawk & Malone, Fall Brook, Boston & Albany combinations, or of the Boston & Maine, Eastern, Boston & Lowell, Fitchburg, Conn. River, Mass. Central, Concord & Montreal combination, or of the N. Y., N. H. & H., New England, Old Colony, Boston & Providence, N. Y., Prov. & Boston, Naugatuck-Housatonic combination if these are not facts.

It is useless to try to stop combination, but we can and must, for the preservation of our own and our children's rights, work for, urge, and bring about the adoption of the idea of public ownership, not only to the railroads but to all public industries and necessities of every nature. A peculiar fact about the opponents of public ownership and socialistic theories is, that some of the most vigorous of those who are against it are men who are themselves employed by the people's government. I know for a fact that a large number of post office employees, while acknowledging the practicability and benefits of the people employing them, they unreasonably oppose the extension of the idea of public employment to men engaged in other industries equally as necessary to the welfare of the people as the post office. And what is true of a large number of post office employees is true in regard to the employees of other government departments: they inconsistently rave about the danger of putting the employees of railroads, telegraphs, telephones and other necessary industries under the protecting wing of the public. If public employment is so bad, why are so many hundreds of thousands anxious to secure government positions each year? Many of whom descend to questionable and corrupt practices to enter into the service of the people. All I can say is this: time, and a short time at that, will demonstrate the wisdom of those who now advocate the nationalization of these large business combinations and then the people and more especially the working class, will wonder why they were so blind as not to see how practical it was long ago.

The different roads in this vicinity are curtailing expenses and reducing the number of employees wherever possible, and by recent re-arrangement of service they have thrown a large number of old men back down the ladder of promotion and in many instances have demanded their resignations or discharged them on account of age, etc. Members of our Division (122) in common with members of other Divisions in this vicinity, are feeling the pernicious effects of these conditions and they are now awakening to the fact that railroads and other businesses are run for profit and not for the benefit of either the employees or the public. Conductors that have run trains for twenty years suddenly find themselves without a run and they have to take the extra work, go into a baggage car or get out.

Think it over, boys. Did you hear of the post-office doing anything like that even during the hardest of times during our last panic? No, you did not. So, for your own interest and also for the interest of the public, at all times advocate public ownership.

Freight and passenger business in this section were never better, all the roads doing an enor-

mous business, but the increased hauling capacity of engines and carrying capacity of cars is breaking down the demand for labor and promotions are virtually at a standstill. I venture to state that in the next two years there will be practically no promotions except those occasioned by death or resignations, and these are few and far between.

There is some talk of getting a grand officer created for this vicinity, to travel around with "Automobile" all the time and occasionally orate to him and tell him things he can read in the constitution.

Brother Belcher is still laid up with paralysis, but is nevertheless cheerful as can be expected. Brother W. J. Galley had a hard time for a while, but has recovered so as to go to work. Brother J. J. A. McIsaac is a candidate for state senator in his district.

The N. Y. C. have lengthened the through runs on the B. & A. division so that the crews now run from Boston to Albany and return, besides making other changes of a more or less disagreeable nature for the employes and the public.

Brother Philip Morrison is to be congratulated on his merited promotion to trainmaster of the B. & A. division, N. Y. C. railroad.

Election of officers is this month and, Brothers, it is our duty to put good, earnest workers at the helms of our Divisions.

W. J. COYNE.

Boston, Mass.

#### Editor Railway Conductor:

The following donations were received at the Home for the Aged and Disabled Railway Employes for the month of October, 1901:

##### O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
44.....	\$5 00	306.....	\$5 00
Total.....		\$11 00	

##### L. A. TO O. R. C.

NO.	AMT.	NO.	AMT.
9.....	\$5 00	81.....	\$5 00
28.....	6 00	116.....	5 00
41.....	5 00	128.....	10 00
54.....	5 00		
Total.....		\$41 00	

##### SUMMARY.

B. R. T. Lodges, total.....	\$37 85
B. L. E. Divisions, total.....	27 00
B. L. F., total.....	26 00
L. A. to B. R. T., total.....	28 50
G. I. A. to B. L. E., total.....	59 00
L. A. to B. L. F., total.....	51 00

##### MISCELLANEOUS.

No Clue, from Missoula, Mont., a check for.....	\$3 25
From estate of C. J. Flynn, member of O. R. C. 252, and a member of 220 B. R. T., "Deceased".....	100 00
Sale of tickets for the Dr. Mary Bates fair, at Denver, sold by B. L. F. Lodge No. 414.....	2 50
Refunded on Invoice Bill No. 414.....	1 75
Hauling hose cart to fires with horse.....	1 50

Grand Total Cash.....\$390 35

##### DONATED.

By L. A. to B. R. T. No. 200, two comfortables; by unknowns, box groceries and a box of books; by members of B. R. T. 91, box books; by members of G. I. A. to B. L. E. 58, bbl. canned fruit; by members of G. I. A. to B. L. E. 32, bbl. canned fruit.

G. I. A. No. 1 held their annual picnic August 29. Receipts published in former report.

The following donations were received at the Home for the month of November, 1901:

##### O. R. C. DIVISIONS.

NO.	AMT.	NO.	AMT.
9.....	\$12 00	95.....	\$12 00
40.....	25 00	373.....	12 08
44.....	10 00		
Total.....		\$71 00	

##### L. A. TO O. R. C.

NO.	AMT.	NO.	AMT.
1.....	\$ 5 00	85.....	\$ 5 00
50.....	5 00	123.....	5 00
59.....	10 00		
Total.....		\$30 00	

B. of R. T. Lodges.....	\$ 27 30
B. of L. E. Divisions.....	21 00
B. of L. F. Lodges.....	29 00
L. A. to B. of R. T. Lodges.....	33 60
G. I. A. to B. of L. E. Divisions.....	16 00

##### MISCELLANEOUS.

B. of L. F., No. 94, sale of tickets for Denver Fair.....	2 50
Hauling hose cart to fires, for city.....	2 00
L. A. to B. of R. T., No. 4, proceeds of a card party.....	5 00
Ladies of Ottumwa, proceeds of an album quilt.....	1 20
L. A. to O. of R. C. No. 146, disbanded, balance in treasury.....	2 80
Interest on moneys on deposit.....	129 81
B. of L. E., No. 64, account of funeral expense of G. E. Pope.....	65 50
Personal—L. Lalonde, Escanaba, Mich.....	50

Total cash.....\$437 21

##### DONATIONS.

L. A. to O. of R. C. No. 10, a box canned goods.....	
L. A. to B. of R. T. No. 83, a box canned goods.....	
L. A. to B. of R. T. No. 22, a box canned goods.....	
L. A. to O. of R. C. No. 84, five boxes containing canned fruit and bedding.....	
L. A. to O. of R. C. No. 37, 25 pounds coffee.....	
L. A. to B. of R. T. No. 73, two comfortables.....	
L. A. to O. of R. C. No. 116, two album quilts.....	
L. A. to B. of L. F. No. 99, one album quilt.....	

Respectfully submitted,

Mrs. T. B. WATSON.

S. & T. R. R. Men's Home.

Highland Park, Ill.

#### Editor Railway Conductor:

Division 18 has not yet surrendered her charter and her correspondent is still in common possession. The resources of happiness are open to us all, but we spoil them through the notion that the secret of enjoyment consists in the possession of privileges that in the very nature of the cases are the prerogatives of the few. We fancy that the command of a certain amount of money, the attainment of a reputation, or the entree to privileged circles are the essentials of a happy life. Whereas, the moderate rewards of well-directed effort, the devotion of well-trying friends, and the consciousness of duty well done, these are not beyond the reach of any man of ordinary powers. And the calm content that arises from the practice of this way of life is the richest treasure that life has to give. No trust monopolizes human happiness. It is free to every one who will take it!

Brothers, there are none of you left out. As members of the Order you are appointed to attend Division meetings regularly and to visit the sick and those who are in need of assistance. At the end of each trip report to Brothers H. W. Smith, R. E. Kilpatrick and Ed Gorlick, as they are appointed to take charge of your findings.

Brothers, there is a heresy current in our Division which is causing untold loss of power for use

fulness. It is the heresy which transfers the responsibility and burden of service to those who hold office. The idea of office is one that has little place if the members do not give their support in every way. When our work of organization is carried to this point we shall all be officers. Service is not a matter of office; it is a matter of obligation. They who envy men in high places are much like the outside mice who envy those that are in the trap.

J. D. HARKIN.

Temple, Texas.



#### Editor Railway Conductor:

A new era has dawned upon journalism is our Order—better literature is in demand. Subjects that concern the Order and members as a whole are wanted, and not social or business matters of local interest. "So mote it be." As Murat in last month's issue said, "Give us food for thought." We should not go to extremes in our new order of things. It should be borne in mind that the average Conductor does not carry a diploma from Yale or Harvard in his pocket, therefore correspondents should not make their articles too strong, lest the weak might not be enlightened. They should confine themselves to the smallest words possible and to subjects that will be of interest to the majority of our readers.

I have a few remarks to make on the duties of a conductor. As a preface to these remarks I desire to state that I do not consider myself an authority on this subject, therefore, I am subject to correction. I will stop a moment to dwell upon the personal appearance of conductors. Some freight conductors do not use the care they should in their general appearance while on duty. There is no good reason why a conductor should be as black as a crow when his caboose contains a wash basin. Do not be afraid to wear a collar on duty. It is not a criminal offense. Of course I would not advise wearing a dress suit—look neat and tidy and not slouchy. This recalls to my mind an incident in my life. Some years ago, at a place where I had charge of the yard, I had made it a custom to tell all strangers whom I met walking through the yard, that it was against the rules for them to trespass. Our business was heavy and I had been working hard and did not have time to get shaved. One day a Weary Willie of the hobo type that Puck and Judge pictures, came strolling through the yard. I met him and asked him where he was going. He replied, "to Memphis," and added, "where are you going?" I did not reply—my pride had received a fall. He had taken me for a tramp. Some of the Brothers had better beware that they do not suffer a similar case of mistaken identity.

I will touch just a little on the drinking question. I am glad to say that drunkenness has been almost wholly eliminated on railroads, and great credit is due the railroad men of the present day for such state of affairs. What a contrast to conditions prevailing fifteen or twenty years ago! I do not advocate total abstinence, but do advocate a little more discretion in the use of intoxicants. I am opposed to seeing men making a habit of frequenting saloons. Why not take it home and drink with your family. When this is done there is an extremely remote chance of drinking too much. It would be cheaper. I will venture to assert that most men's

wives would prefer this plan than to have their husbands spending their idle time in a saloon shaking the box for playing cards for the drinks. Recently a clergyman, who is a temperance advocate, was delivering a lecture on temperance to his congregation. He had spoken to them often before on the same subject, but found that his words had no effect on some of the members. Losing patience with these prodigals, he said to them, "If you will drink, and I must drink, and have not the moral courage to stop drinking, do it along economic lines—buy it by the barrel—take it home—get into the barrel and pickle yourselves, the same as onions are pickled."

It has come under my observation oftentimes during my railway career the number of conductors who are conductors of their trains in name only, and who permit their engineers to dictate to them. This is wrong. I would not have it inferred that I am prejudiced against engineers. Far from it. Some of my most intimate friends follow that calling. I believe that a conductor should listen to suggestions from his engineer, but to act as his own judgment dictates and not to allow his engineer to be dictatorial so long as he does not issue instructions that conflict with the rules. I have in mind a collision which occurred where I was working. A train when leaving station A, had time to make station B for a superior train. They lost considerable time going up a grade which they did not anticipate. They were getting close to the time of the superior train. The conductor walked over the train to the engine and told the engineer it was getting close to the time of the other train, and the engineer replied that he would make it all right, but he did not make it, and a collision was the result, the engineer on the superior train being killed. This was a case where the conductor did not have the stamina, the moral courage and confidence in himself to show his authority and compel his engineer to stop the train before getting on the time of the other train, and send a flagman ahead. It was a case of one man, the engineer, running the whole train. None of us are infallible. We should not depend on our engineer in the correct execution of train orders. We should feel as though there was not another human soul on the train except the conductor. If the engineer feels the same about himself it lessens the chances for mistakes one half. I have traveled from New York state to Louisiana on passenger train, and will say that some passenger conductors depend too much on the engineers. Don't act smart, or gay, or stubborn, boys, but run your own trains, and by doing so the engineers will hold you in greater respect, but aim to work in harmony with them, as life is too short to be quarreling too much.

It frequently occurs that a conductor or brakeman is killed or injured by tramps whom they eject from their trains. Some trainmen are too hard on strangers who attempt to beat their way. They speak to them in a rough way. I have never had trouble with this class of people, as I always tell them in a kind way to get off—and stay off. The fact of a man tramping does not imply that he is a professional hobo. He might be a good man, out of money and employment, trying to get to some place where he can find employment. But, what-



ever kind of a tramp he may be, he is human, and has feelings like all of us. Don't use vile words or violence only as a last resort.

I trust I have not offended any one in my remarks, but if I have I kindly beg their pardon in advance. I have endeavored to deal in facts, and if they appear a little stubborn to some of the Brothers, and they have no arguments to offer "forinst" me, try my prescription and see if you gain in business health.

I will in the near future give the readers an article on a subject that is perplexing railway managers at the present time, and is the most serious problem that has confronted railroads for many a day—"The Car Famine." W. L. SURRAN.

Middlesboro, Ky.

#### Editor Railway Conductor:

In a recent issue I noticed a letter from one of our contributors asking suggestions on the subject of editing our magazine. Perhaps I am wrong, but it appears to me, from what I have seen of our editor's work, and from what I could gain by comparison to other magazines in the labor world, that we would get a far better magazine by allowing Brothers Clark and Anderson to do it their way than to force our suggestions upon them. I look at the matter of editing as an entirely different proposition from running a train; still we might draw a line of comparison between the two in so far as the effect would be were everybody trying to force their suggestions upon me, for instance, how I should run my old hump-backed local. What would be the result if I tried to run it to suit everybody? Why, I wouldn't get in in time for Sunday school, and you know it. Tell me where I will find an experienced conductor who would tolerate any such business? Oh, you say that's different; he knows the run and how best to handle it. Well, what's the matter with the run that Clark and Anderson have been running? Oh, you are not satisfied with the class of freight they are switching out, eh? Well, I'm not either, but who is to blame: tell me that? Every year our agents dump a whole mess of truck on their platform in the shape of election reports that everybody can read in the directory, and order our editors to pull it along. But those directory numbers don't give the names of the Outside Sentinel and Junior Conductor, you say. What do a majority of members care who is O. S. or J. C. in any Division?

We, our correspondents, are to blame for a mighty lot of trashy stuff that we imagine is news, and I will go one further and say, that having unloaded their lot of old scrap once a year, the majority of us simply stand out and give our editors the high ball for the remaining eleven months of the year. If you can't write anything but election of officers and then try to overload the December and January numbers with your "perishable old scrap" to the exclusion of good paying freight, you had better keep out, or else quit trying to tell our editors how to do business. I have no suggestions to make how they ought to run THE CONDUCTOR. I believe they are capable and understand what ought to be done on the premises without any suggestions from me. I often wonder, as it is, how in thunder they keep up the resources from

which they draw to maintain so good a magazine. I would not regulate or handicap one thing they do, but on the other hand I would regulate, even to censorship of the most drastic kind if I had the power, some of the chestnuts that are being crammed down our necks with the burrs on.

Of course, those who want to see their names in print will not heed this letter from me. Some persons do awful things to become a figure before the public. Let's see how many there are.

Deshler, Ohio.

JAXON.

#### Editor Railway Conductor:

Our road, as the readers of THE CONDUCTOR will know, has passed into the hands of the B. & O. Co., and along with some changes, business has increased a great deal, and I am pleased to chronicle, has been of interest to our Order, being instrumental in having promoted three members of our Order, much to the able selection of our officials, and of which our thanks are returned for the same. We were not afraid to recommend the Brothers, as they were men of repute who have met adversities—something we all may meet in railroad life. We are also soon to lose our able and competent general manager, who through his knowledge of the railroad interests has been promoted since the change. I can safely say the best wishes of our Division goes with him in his new duties, and may success still crown his efforts.

As for our Division, nothing new can be said only the looking forward to the initiation of a few new members, which are waiting until we can find time to attend to them.

Our attention has been attracted to an item in the November CONDUCTOR, where some Brothers take objections to the enactment of a Relief Fund. I can only say that I deem it as wise a move as we could possibly make. As Brothers, we all have to get old sooner or later, and above all, the chances we are at all times subjected to, and at any time are liable to be maimed or killed, and if so it will be a great comfort to know that the Brothers have laid away a few dollars for our or his sustenance, as the case may be. Brothers, it is a necessity, and the dollars we contribute to the cause will never be missed and we may in time of need be recompensed tenfold.

We are again about to embark into another year, and may the prosperity among our Order and its individual members continue as it has done in the past is our best wishes, and a Merry Christmas and a Happy New Year to you all.

Lorain, O.

J. J. POLLOCK.

#### Editor Railway Conductor:

Since my last letter great many changes among our Brothers on the Northern division and Boston & Albany have taken place, seniority having been adopted on the Plymouth division, some radical changes have taken place and increased mileage and less conductors is the outcome. The Brothers are earning their money now. Brother Cushman, a good old timer who had charge of the train in the Avon disaster, a member of Division 157, came up from the Cape the other day, and the boys were glad to see him. He had a narrow escape, and his arm is in a sling yet, and his collar bone is almost well. It will be some time yet before he goes to



work, as he got quite a shaking up. I see the Boston & Albany conductors have commenced running through to Albany, and it makes quite a change, being away from home so much; it ain't what it used to be—home every night. I tell you, boys, there is no place like home. I see Brother Burns has gone to Plymouth and Brother Bullard to Whitman, and Brothers Osborne and Fitzgerald to Hyarsville on the Cape, to watch the sad, sad sea waves.

Brother Smith tells me at some future day he expects to become a British subject, as he intends taking up his residence in Canada. Brother Sargent made quite a hit on the stock market the other day on the advice of Brother Smith, and he is wearing diamonds now. I attended the organizing of Division 413 last Sunday, and Brother Wilkins was there, together with members from Bangor, Portland, Fitchburg and Troy, and they started off royally with a good membership. I met a good many old timers, and passed a pleasant day in their company, and I wish them the best of success. Of course it makes quite a hole in the membership of Division 157, but things will come around all right. Brother H. Daniels has the new flyer on the Midland division. Quite a number of boys are off sick of grip, which is quite prevalent in this part of the country now. Brother Patterson has had to lay off again, and is confined to his home. We shall be glad to see him back on his old run again. Brother Merseur has returned to the United States hotel for the winter. He has saved a dollar for a rainy day, and he now enjoys it after fifty years on the rail. He is a good fellow, you bet, and is just as young yet as some of the boys. I see Success says Bay State Division 413 started at the foot of Bunker Hill. There is a place at the foot of Bunker Hill that I should hate to be seen in, although Division 413 has a right smart of good members who are friends of mine. Brother Ambrose of Division 157 sung at an entertainment we had in conductors' room the other day, by phonograph accompaniment, a song, "I Am Out in the Rain." He did well, and was encored by the boys who never heard him before. Dick McLook gave us an imitation of Denman Thompson in Ireland, which was about as original as anything I ever heard, and it was appreciated by the Brothers.

Boston, Mass.

AUTOMOBILE.

Editor Railway Conductor:

Among the honored guests who favored our Division with their presence was Brother Fitzgerald of Division 117, and I believe it is in order to say for rendering services with intelligence and efficiency as Chief Conductor pro tem during the election of officers, our Brother is eminently, indeed I might say pre-eminently, qualified to hold any office within the gift of our Brothers. Brother Fitzgerald's radiant countenance from time to time in our Division always affords our membership pleasure.

The office of Chief Conductor fell to Brother Evans for a second term on the first ballot, and judging from his work in the chair the past year, the Division has made a wise selection. That the Division has once more paid honor where honor is due, goes without the saying, and it is to be hoped

that all Brothers will be loyal to our worthy chief by lending him their presence and loyal support at every meeting, if possible. It is the earnest wish of the writer that the year 1902 will be as prosperous for Brother Evans' administration of the affairs of Division 38 as 1901 has been, and as our good Brother is especially noted for his volubility, the meetings for the ensuing year can be depended on as events of sweet anticipation. Brother Evans was absent from the election of officers, owing to duties on the road, and this fact alone goes to show the high esteem our Chief is placed in. Several Conductors were placed in nomination for Assistant Chief Conductor, and after a number of ballots Brother Tidball secured the prize, and as the list continues, it is quite evident that the candidates for the several offices were selected with a view of their worth and capabilities. Our Secretary and Treasurer, Brother Walker, was re-elected. Brother Walker has held this office one year, and during that time missed only three meetings, and that on account of illness. All the Brothers appreciate his strict attention to duty, and think his name should go on a tablet in the "Hall of Fame," a record to be proud of, Brother Walker. I think our Outside Sentinel is one of the most important positions in the Division, and Brother Woolverton, as every one knows in our Division, lives up to the rules strictly. It was whispered around the Division room that the Board of Trustees and Finance Committee elected would undoubtedly sustain the already well established record of Division 38 for loyalty and strength. Brother W. L. Finnicum was selected as Legislative Committeeman, and it is argued that the interests of the Division will be well conserved by having this Brother represent them in the legislative halls of the great state of Iowa.

For the benefit of the readers of our magazine I will turn the spot-light on Division 38 for a moment and say it is no exaggeration that we have a live Division, and all think it has a bright future and lots of good prospects before it, that it is sound financially, physically and need I say numerically. We have at present eighty odd members, and applications coming in with a satisfactory degree of rapidity to satisfy all our members, and to those interested will state all applications will be acted upon fairly and in regular form. Interest and attendance at our meetings the past two years, as well as the growth in membership during that period has shown very clearly that our officers have been in office for the benefit of the Division and good of the Order, that officers and members alike have had an individual interest, all having tried their utmost to "keep off the rocks and not run our ship ashore," or try to cater to any particular faction, is a well known fact. It may not come amiss for the writer to add that those dilatory members, what few we have belonging to our Division, will always find our Division room a good place to pass an hour or two, and I believe it will be shown in the good attendance we hope to have from this class of Brothers for the future that we have done our duty toward our organization, and these Brothers, by once more calling their attention to the fact that our Division room is still a good place to go to, and the question comes up, can you say, all of you stay-

aways, that you are doing your duty by remaining away from meetings when you could get there without inconveniencing yourself? Your answer can be nothing but "No." We can all refer to instances where this class of Brothers meet us the next day and want to know all about the business transacted, and if it does not suit their ideas they commence to kick, but won't come to meetings and get upon the floor and say one word. They would rather stay away and tell the "chair committee" how it all happened. Many of the Brothers oftentimes wish to know how these outsiders, belonging to other organizations, get so well acquainted with the inside workings of our Divisions, and in my opinion, this is the manner in which these things are done. A true Order man should never hesitate to tell what he can do, but of what he has done he should not readily speak. Brothers, remember this, take my advice and also when when writing down your resolutions for 1902, just mention "I will attend every meeting during the coming year, if possible." Refer to this little item meeting days. Try and be present and lend your aid to our officers, and in all probability you will not have so much to kick about on the street. Another idea that occurs to me is, it does not always follow that the Division having the largest number advances the most up-to-date ideas. It frequently happens that a man who belongs to one of our smaller Divisions puts forth arguments that are very beneficial even to our whole Order; therefore, Brothers, try to govern yourselves so as to do the most good for the Order, and you will at least know that you have done your part, and thereby helped to make others improve.

This Division extends a most hearty welcome to all Brothers visiting Des Moines who will call to see us, for we are always glad to welcome these visiting Brothers, and do anything that will prove beneficial and helpful to them, if found worthy.

There are prospects for several new members to our Division in the very near future, and it would seem that everything points to a prosperous year. I am pleased to state that our Division will have the pleasure soon of welcoming a worthy Brother in the person of Brother M. L. Duley of Bluff City Division 38, Mount Carmel, Ill., to our midst.

Our Division learned with much regret that Brother Sholley sustained the loss of his left hand recently, receiving a gun shot wound while hunting near his old home, Kirkville, Mo. Brother Sholley has the sympathy of all the members of Division 38. Brother J. R. Welsh, the popular yardmaster for the Chicago & Great Western at Kansas City, was a welcome visitor on election day, and made things lively by getting some of the boys rattled. Come oftener, Brother Jack. The boys will then be prepared to understand your manner of making those flying switches. The speech made by our A. C. C. in accepting that office was what drove our members to the refreshment room, where a light lunch was served and pleasantries indulged in. Brother Hayden had the floor several times and attracted considerable attention by the flowery language used in trying to induce the Brothers to see his side of the different questions coming up from time to time. The day's business was completed about 4 p. m., which closed the book for 1901, and wishing the Grand Officers, THE

CONDUCTOR and members of our Grand Order a Merry Christmas and Happy New Year, the thought and hope occurs in concluding this article that the Great Conductor of the Universe will deal as gently with our Brothers and Sisters throughout the Order as he has seen fit to do with the members of Division 38 in the past, is the wish of Division 38 and its correspondent for 1901.

Des Moines, Ia.

J. A. KEITH.

#### Editor Railway Conductor:

This makes the eleventh consecutive time that Brother Condit has been elected Chief Conductor of this Division, which speaks worlds for his popularity among the members of No. 40, and it is well deserved, for no one has done so much for its success as he. Brother Goss is also serving his tenth successive term as S. and T., and he well deserves it, for no one worked harder or more faithfully during our recent Grand Division meeting to entertain our guests, and I think the Order at large will agree with me when I say that nothing was left undone by him. The other officers are all old members and will perform the duties assigned to them faithfully during the coming year. After the business session all members adjourned to the Merchants Hotel, where the wives and sweethearts were anxiously waiting to attend the annual dinner of Division 40. Two hundred plates were set and someone was in front of every one of them. The menu was very elaborate and was well relished by all. Twin City Mandolin Orchestra furnished music during the repast and the orphans' male quartette delighted all with their beautiful singing. The dining hall was handsomely decorated with cut flowers and potted plants. Taken as a whole it was one of the most successful entertainments ever given by No. 40. Everybody loaded up to full tonnage and the management deserves credit for the manner in which it took care of its guests. Speeches were made by members of No. 40 and 117, and also members of the Ladies Auxiliary of the Twin Cities, which, by the way, contains many brilliant orators, who did credit to themselves and the Order they represent. Many visiting Brothers were present with their wives, and all, I think, enjoyed themselves. The absence of our Grand Officers was greatly regretted, but the parting words of Brother Clark delivered at our banquet one year ago still rang in most of our ears: "God be with you till we meet again."

Brother S. W. Eastman was present, accompanied by a very nice young lady; he is getting to be quite a ladies' man. Brother Tom Leonard was present with his wife. Tom is now a milk king and if his well does not run dry he will be supplying the whole city with milk in a short time. Everybody was glad to see Brother Hugh Malloy out and looking so well, but the strange lady by his side was a surprise to most of his friends. With the renewal of health and strength Hugh is up to his old tricks. Brother George Miles, of Division 117, with his good wife, were present and we all enjoyed his company. He is a regular attendant at our meetings and a welcome one. Brother Dan Galvin resplendent in a huge new necktie was present. He is noted for the amount and variety of his ties. Dan is also very fond of a boat ride. Brother Tom Cowden and wife, of Minneapolis.

were with us and we think from the way the several courses disappeared that his appetite was also with him. Brother Jim Carruthers came in from Soo City to attend the election and banquet. His wife met him in St. Paul. Jim runs between Willmar and Soo City—mostly Soo City. Brother Cal Kyte, Secretary Division 117, and wife were also present. Cal is one of the old time conductors on the G. N., and it is always a pleasure to meet him. Brother John Scott, by the death of a dear friend, was left ten thousand dollars. This will be good news to John's host of friends. He is still wearing the same size hat. Brother W. E. Tew has lately been appointed trainmaster of Dakota division G. N. R'y. His smiling countenance was greatly missed from the banquet. Brother G. L. Bonney was represented by his wife at the banquet board. George was out on the road. Since he has got to be a bonanza farmer his old friends see very little of him. A. J. MANLEY.

St. Paul, Minn.



#### Editor Railway Conductor:

The November CONDUCTOR having arrived, the contributors to the Fraternal columns are inspired to commence the work for the next number. Division 303 cannot say much of interest, perhaps, but are entitled to some space and will endeavor to claim its own. We find the journal to be a very entertaining and instructive magazine and a much looked for visitor in our homes, by others as well as the O. R. C. part of the house. If the various Divisions were as well attended as THE CONDUCTOR is read the Grand Secretary would receive more orders for register books, even if no other change was noticeable.

Several writers for the November number have touched upon the subject of attending meetings in a very entertaining way, and have left the impression that the promotion of a Brother to a passenger run means nothing more or less than the loss of one more attendant and working member at Division meetings. This may be a tender part of the subject to touch upon, but a little journeying about the country will almost convince one that such is the case. It will be somewhat interesting to keep a little check as you travel and see how many passenger conductors can test you as a conductor or convince you in any way that they belong to the Order. It should be considered more important to keep informed in passenger employment than any other, to protect themselves, if nothing more, from the numerous imposters in our midst. We occasionally find one in possession of all our tests, and really belongs to the Order, but is not conducting himself worthy of recognition or assistance, and to favor an impostor or an unworthy Brother is an imposition upon worthy intentions and a disgrace to the Order, and can only be overcome by attending Division meetings and keeping up with this progressing Order. It is evident from the reading of the various letters that the writers are the attendants at Division meetings. We desire to compliment Brother C. W. M., from Division 301, for his good letter. It is worthy and reflects credit on the writer.

We notice much is being said about the Relief Fund established by the last Grand Division, and one Brother goes on to show how many members

have been lost from the Order as a result of its workings. Others charge that it is beneficial to certain sections of the country and a detriment to others. We will not waste any words here on that, as it has been answered very ably and fully editorially in the November number. It is to be regretted that every member of the Order cannot attend Grand Division meetings in order that the individual member might be as well informed on such important subjects as the delegate. We are of the opinion that the loss in membership is not due to the establishment of the Relief Fund, but is attributable to the lack of information on the subject, viz: why it was established; how the fund is created; how distributed, and results attained thus far. We would recommend that each dissatisfied Brother go to his Division and ask for this information and listen to their delegate explain the subject as it was discussed and presented in the grand division. Then there is but little doubt but he would be ashamed of his very thoughts against the Relief Fund, and there would be no loss in membership, but the contrary. The knowledge of its workings would be an incentive to induce eligible conductors to come into the Order as soon as they had served the requisite 313 days.

We will close by asking every member of the Order who is looking for this information to visit Division 303 and make his wishes known, and invite all others to come and hear us give these instructions. With best wishes. W. F. E.

New Albany, Ind.



#### Editor Railway Conductor:

Division 44 had an election day Nov. 17th, and 34 good and legal voters registered "in."

Very little change was made in our official staff, as the vote showed the majority satisfied to let well enough alone. Everything moved off smoothly and quietly. The Outside Sentinel did not say anything to the Inside Sentinel relative to a committee of ladies in waiting, to escort us to gilded halls where we would be surrounded by potted plants, beautiful women, etc., where tables fairly groaned under the weight of sweet viands, specially prepared for the palates of hungry conductors—and not because our ladies are not up to snuff or anything that comes along, and as wise as the wisest, but they had a dance and other fixins' in course of erection, and these thirty-four conductors went home knowing they had the offices of our Division filled with men that would do their duty, no matter what that duty was. Many old heads among the throng; among those we remember were Brothers Dave Skelly, "40th Street" Murphy, John Larson, Fred Graham, J. A. Graham, Pond, Piper, Harry and "Red" Harris, Billy Ammon, W. W. Hinkley, Charley Morse, John Larson, Ed. Hoskins, Pat Grace, Frank Elliott, Risley, Jack Barrett, Laurance Stone and others.

W. C. Saunders, who was trainmaster on the Cheyenne Northern, South Park, and run train on the U. P. several years ago, was in Denver in November. He is herding two Mexican brakemen and a train of cars in Old Mexico.

Brother Billy Ogden was called to the bedside of his sick sister in Michigan, the first of November. Nineteen years had elapsed since their parting.

and so great was the pleasure of their meeting that the sister's condition was at once improved, and she is on a fair way to recovery. Billy is an old veteran of Colorado railroading, and wheeled the mud to make the old Colorado Central.

John McFarlane, who has been division superintendent on the Union Pacific (Kansas district) for a long time, has given up that position and returned to his first love—Kansas Pacific passenger out of Denver. John is one of the old main rods in the mechanism of Division 44, and we will be pleased to have him again in our ranks.

The Union Pacific has put in new station train order signals over the system, and changed the white or safety colors formerly used to green or caution on said signals of the switch lights on that line. The order signals are, we believe, of the Harrington pattern.

Our boys have had no kick coming on the weather this fall, for we dare say that up to Thanksgiving it would be hard to find snow enough to make a snow ball, outside of the mountain districts, so, consequently, we have much to be thankful for. Weather warm and roads dusty.

Brother Red Harris, who left the Cheyenne Division of the U. P. not very long ago, we occasionally see at the union depot with the words "C. & S. Conductor" printed across the front part of his head just outside a blue cap. He is on the South Park. Brother S. A. Hoffman, the grievance man of the Southern, is likewise in the same capacity. He runs the Rock-a-by Baby limited to Morrison.

Brother S. S. Stewart, whose initials are the same as the "S. S. S." medicine, made complaint to said company some time ago to the effect that the close confiction of their advertisement with his name had caused him no little annoyance, and suggested they change their trade-mark, or take him as a partner into the firm, and an extract from the letter he got reads thus: "We see no chance of letting you into the firm. We have spent too much time and money advertising to change our trade-mark. We recognize the fact that you are a good friend of "S. S. S.", and, enclose an order on W. A. Hoover for two large bottles, which we hope you will accept with our compliments." There was nothing said as to what these two large bottles contained, but take it for granted Sam will say something as long as their contents will last.

We have been out of Denver most of the time for the past four months, and not having as yet fully recovered from the surgical operation we mentioned in our last letter, will ask your readers not to expect much from us and they, consequently, will not be disappointed. We must say the Associate Editor and Captain Barber are turning out some good stories to the readers of THE CONDUCTOR. [Thank you—ED.]

With a Merry Christmas and a Happy New Year—with all the necessary trimmings.

Denver, Colo. HOT TAMALES.



Editor Railway Conductor:

While Division 239 is not large, we have members who take a great interest in the Order of Railway Conductors, and we shall do all in our power to help aid and assist those in distress, as well as to increase our number. We initiated R. C. Linville, who belongs to the L. & N., and we be-

lieve will make a good member, and be the means of bringing others. I often think of our successful grand meeting at St. Paul, and wish we could meet oftener under the same circumstances. While we met lots of new faces, we were all Brothers, and fighting for the same cause, and under the same flag. I hope that every Division have elected their officers today, and have gotten the best material possible, and that every one will put his shoulder to the wheel, and by the year 1903 will have increased their Divisions by a number of new members. While it is a little early to wish you a Merry Christmas and a Happy New Year, I will take advantage of this occasion, as I am a poor hand at writing. The latch string of door No. 239 is always out.

Lexington, Ky.

"OLD THROCK."



Editor Railway Conductor:

One year ago the old and last year of the nineteenth century was dying; now the first year of the twentieth century is fast fading away and with it the lives of some of our Brothers on the Cotton Belt have gone out. Engineer Al Simpson was shot and wounded while pulling out of McNeil station one night about two weeks ago, by an unknown miscreant. He is doing well. O'Connor, section (4) man, was shot and mortally wounded in Lewisville gravel pit, by a negro, who made his escape. O'Connor died in agony. Engineer Barnett was injured by his engine turning over. Brother Neimyer is old and forlorn in Little Rock Argenta yards, taking numbers and a pensioner.

I met Brother Blazier, the first time in many years since he left the C. B. We were mutually pleased to meet again after so many years. Brother Lew Forrest is night clerk in the yardmaster's office here. Brother Forrest, like myself, has had bad health for several years, but both are now recovering. I suffered awfully last winter and spring for five long months. I first had typhoid fever, lagrippe and erysipelis. They fed me with a spoon off and on for two months after one month. Then rheumatism in its worst form took me. I was on the border land of death all that time. I have been offered trains on different roads but did not take them on account of my health and circumstances. Brother C. E. Tucker is at Midland, Texas, in business, doing well financially, but in very poor health, and has been so for a long time and he and wife growing worse all the time. If they do not grow better soon they contemplate migrating to Virginia. Midland is situated on the T. P. Ry., 360 miles west of Ft. Worth and 260 miles east of El Paso, on same line. Midland is on the staked plains, or Great American Desert, where Lew Forrest and the writer run trains in 1894, '95 and '96, where antelope and deer stood on the desert in millions and cowboys shot them down from car windows by hundreds as the train went dashing by. They were so tame they stood close to the track, fearless. In '81, when the T. P. was being extended from Ft. Worth west United States soldiers had to protect the track-layers from the Indians, and buffalo roamed over the plains by millions. Now buffalo are extinct there and I understand that the deer and antelope are also gone. I forgot to state that our "day of sorrow" was not as well observed last June as it

should have been, but I called attention of the sad death of Brother A. C. Murrele: ex-trainmaster Santa Fe, Temple, Tex., ex-M. of T., Cotton Belt, Pine Bluff, Ark., ex-passenger conductor C. B. Tyler, and permanent chairman General Grievance Committee.

We all love to look over THE CONDUCTOR especially letters from places that knew us once and we read each other's doings—both of men and women—in O. R. C. and Auxiliary and know our minds go out to each other over mountains, hills and valleys to each other's far-away homes, and how we long to meet and converse with each other. But we are not all destined to meet each other here on this earth. Some of us have been unkind toward one another and all the writing and talking cannot change the heart and strong will of some of the younger ones, but after they grow older and suffer with awful sickness then they see through different eyes and heart mellowed by care and sorrow causes repentance, regret and hope. I am sorry that I have not a list of all the boys who have recently been injured and killed on the Cotton Belt. Recently being broke up in business and in considerable trying circumstances I failed to make a note of names, etc., hence they passed my recollection. A conductor who was clearing the wreck at Goldman, where Conductor Noble was killed, had both legs broken by a cable breaking. The medical staff at Tyler Co. hospital is not doing their duty. Employees arrived there at 2:30 a. m. with broken bones and received medical attention at 3:30 p. m.—over twelve hours after arrival.

Pine Bluff, Ark.

J. W. MERRIAM.

#### Editor Railway Conductor:

I have been reading THE RAILWAY CONDUCTOR and as I lay it aside I cannot help but think that it is far superior to anything published as a magazine. That it has reached the highest standard of excellence I think is no mistake, and the stories and editorials of our associate editor show very conclusively that they could not be produced by one with a diseased brain.

In reply to Brother Smith, in October number, I say make no change. The features of THE CONDUCTOR which I might dislike might be the very articles which some other Brother would like best. For instance, there will be thousands of Brothers who will not like this letter, but from the time I mail it till THE CONDUCTOR arrives I shall be very restless waiting to see my name in print. With the questions and answers on the air brake I am especially pleased and believe they could be taken up in the Division room to help make it interesting in some localities. Show me a Brother who is finding fault with THE CONDUCTOR and I believe I can show you one who does not peruse its contents.

I am sorry to know, as Brother Geasey says, that 322 members were dropped for failure to pay the one dollar assessment in July for the temporary relief of so many good and worthy Brothers who are afflicted, but not in a way to come under the insurance laws. I believe a great many of the members dropped their membership on account of not having some one explain the real good their dollar each year would accomplish, for I believe the Brother is "scarce" who would not give to any

one of the forty-three whose claims have already been approved, the one dollar. Any Brother doubting the advisability of such fund read the letter from a Brother to the editor on page 837 of the November CONDUCTOR.

It gives me pleasure to know that Division 97, through its delegate, was able to assist others to make a law which brought temporary relief to these Brothers. Division 97 paid this assessment from the local treasury, as I am confident they will the Grand Dues for 1902.

And I will say that our Division was not in so good a condition financially and otherwise for several years as at present—and still room for improvement. Wishing all Brothers a Merry Christmas, and especially the Brothers of Division 97 who are not with us on the Chicago & Alton Railway.

C. H. BURDICK.

Roodhouse, Ill.

#### Editor Railway Conductor:

Owing to the rush on M. L. T. division of the S. P. the boys are kept very busy. We can scarcely get enough of them together to hold a meeting, but nevertheless they are all true blue. Division 383 had her annual election of officers and it resulted in keeping the old heads in office, with the exception of our Senior Conductor, Brother W. W. Rousseau being elected to that office. We had a visit from our G. J. C., Brother Sheppard. He spoke on subjects that were interesting to all, particularly our relief fund, which in my estimation is about one of the best moves the Grand Division ever made, and I think that any of the Brothers that don't see it in the right light ought to study it more carefully, in a charitable view. Such movements of the Grand Division will be appreciated by members of 383, not that any of them are in any way invalids, for they are all sound in body and also in mind. The long-looked-for Navy Dock has arrived and our little hussy of Algiers has been wearing her Sunday clothes ever since. Well, it is something to be proud of, as it is one of the largest floating docks in the world, and by it arriving in Algiers it will place lots of men in the employ of the United States, and government jobs are very nice—eight hours per day with good salary attached. Well, Brothers, I think I have bursted enough caps, and in my next I will try and send you a photo of the dock, with the battleship Illinois in it. She will be here in a few weeks. Well, No. 243 is on time; I will have to shove in. With success to the O. R. C. in all of their undertakings.

Algiers, La.

GEO. E. BROOKES.

#### Editor Railway Conductor:

Our Division is in good condition. We have taken in a good number of new members. We have about forty members in good standing. Financially we are in good shape. On the second Sunday in December we will have our installation of officers, after which we will have some refreshments. What has become of Division 180? I don't see anything from them. They call themselves the banner Division of the south, and should do better than this. I believe I did see one or two letters written by Mike Mahan, the conductor who holds the title of swimming the Mississippi River

with his budget on his head. So come again, Mike. I like to hear from my old Division. Now, Brothers, if any of you are thinking of visiting the exposition at Charleston and pass through our town we would be glad to have you stop and see us. Our latch-string hangs on the outside of the door and you need not be afraid to pull it.

Columbia, S. C.

Ed. W. ACKER.

Editor Railway Conductor:

Division 166 elected officers for 1902. Those elected are of the best Brothers of the Division and those who attend regularly and work hard to promote everything for the good of the Order and the Brothers as well. It is to be hoped that the new officers will prove as efficient as the ones just going out. I believe there was a great deal of disappointment on the part of some as they, of course, thought they should have been elected, but to sum it all up is, I might say, such is to be expected when one runs for an office. Division 166 is one of the largest west of the Ohio considering that the membership is made up principally of B. & O. men.

The business men of Newark, O., have what is called a protective association, which is used for their own benefit and is worked on the B. & O. men. On the 19th day of Oct. a petition was gotten up by some of the above association which was presented to the superintendent requesting that the pay check be not given out until the next Monday as the men would not pay their bills. Now Brothers, I think if the business men of Newark take such steps I am of the opinion that a committee should wait on them and give them to understand that we will buy elsewhere. But I am happy to say no notice was taken of the petition as the boys got their checks.

Brother Geo. McGuire was Chief C. on the election day and I must confess that the style he conducted the meeting was something wonderful. I really believe it was one of the best meetings I ever attended in 166. Mc, old boy, showed himself master of the situation. Now, all members of Division 166 who have not paid their grand dues for 1902 on or before the 31st day of December, I wish to inform that that the newly elected officers will surely turn them down, as the out-going officers cannot be responsible for the Brothers who do not come in time to square themselves. Hoping the boys will show up throughout the year of 1902 with a good attendance every meeting day.

Newark, O.

A. F. HENLEY.

Editor Railway Conductor:

The members of Division 92 have been reading THE CONDUCTOR for the past four years and found nothing from their correspondent. The first Sunday of November was our regular meeting, with a full attendance and all the Brothers filled with enthusiasm, as it was election of officers, and the voting was close and exciting. Well, we met in regular session the third Sunday—and I must say we have a fine hall, the seating capacity is 400—and the Division room was crowded. Had the Brothers from Brazil attended there would not have been standing room. Well, we had to finish electing officers. The Division got to business. The Brother for Legislative

Committee was very close. The next order of business was Correspondent. We voted several times, but could not get a vote, as each Brother voted for himself. Finally, Brother Hoar cast the entire vote of the Division for the writer, and it is under this authority I am taking up an entire page of THE CONDUCTOR. I really think if the members of Division 92 keep up such a good attendance that we will have to break into a sheeney store and swipe some of their dummies to set next the windows and make outsiders think the conductors are having a good attendance. Brother Osborne, we have missed you the past two months. If on account of snake bite you should try our old remedy we used to drink in Copewish—wild cherry bounce. One of our members has taken up a new business. If any of our Brothers have a dirty shirt and will take it to Chicago and hunt up Brother Whitaker he will put him first out on the hind end of his extra board.

Brazil, Ind.

F. L. RICHMOND.

Editor Railway Conductor:

Division 61 is a good working Division, but like many others, has many Brothers that are loth to get out to meetings, but we hope they may see their errors and get out to all our meetings through 1902, especially to the installation of officers, which has been set for December 29. Now, Brothers, come one, come all, and I assure you that Brothers Thomas and Ryan will wake you all up.

And now just a few words about our Secretary, Brother Sioane. I wish to say we have one that can quote you postage stamps or O. R. C. insurance and never make a miss. He has been in harness as Secretary of 61 for the past ten years and is good for ten to twenty years to come. Brother Richards, our Correspondent, of 1901, is running a train at present in Oregon. Brother Harrington, of S. M. division, who went nearly blind, thinks he is getting some relief for his eyes, and we all hope and pray he may. My wish to all Brothers is that they may have a prosperous and happy New Year.

Your correspondent having made a trip through England, Germany, France, Switzerland and Italy last summer, and as some of the Brothers running into La Crosse have been wishing me to give some pointers on railways in those countries, I will give them a short piece of composition by one of our party while traveling through Italy. It may give them an inkling of the information they want, but perhaps they had better take a goods train when they go over and so avoid the discomforts of the compartment cars. Composition, as follows:

"The cars in that far-away land are so bad they make us Americans look very sad, for in comfort they're lacking, and in workmanship, too, and they open at the side, which to us is quite new. One step it is placed right on top of another, and this, of course, causes a whole lot of bother; for when you try to climb in you're quite apt to fall out and your temper is so ruffled you can hardly help shout. The backs of the seats are curved like a bow and when you lean back you sink right into woe; for your stomach is misplaced till it reaches your throat, and your head is sent forward like that of a goat. The end of your spine bends out-



ward so far that after you've ridden all day in a car you wish that the man who invented the seat would be sent to the place where there's nothing but heat."

D. D. G.

La Crosse, Wis.

#### Editor Railway Contorduc:

Division 190 held election November 17 and their hall was well filled with happy, cheerful Brothers, all looking for office. Some very fine talking was done for the Good of the Order. They had one goat-rider—T. F. Flanagan, the well known Grafton and Bellington conductor. We have about four or five petitions ready to put the goat to work on. He is in fine shape and can do his duty at any time. Brothers, get in line. Attend Division. Have your say and do not blame the officers for neglect of duty. Help them to do the work and there will be no blame to lay.

R. F. PELL.

Grafton, W. Va.

#### Editor Railway Conductor:

We enjoyed today our first meeting in our new hall, located in the Masonic Temple, on Second street, between Chestnut and Poplar. Here we have all the modern conveniences except spittoons. Some of our Brothers hardly knew what to do with "spat" today. Those who smoked, and didn't use the open window spit in a valise that Brother Cole kindly furnished. Last meeting day we smoked some of Brother Gates' worst, produced by the box by Brother Cook on account of recent wedding, he being the happy husband. Several of our members are on the sick list, which, together with the dull times, makes the outlook a little dreary. Providence has kindly blessed us with a mild winter thus far, and the weather for three months could not be surpassed in any climate, but the old timers say, "Look out after Christmas!"

We note with particular feeling, perhaps all the more so because we had never met him, the death of Brother Milton G. Pumphrey. Particularly interesting to us were his letters for, apparently, he represented the older class of conductors, who, through various causes (seniority the most fruitful), are not now occupying positions they formerly held, and who in a manner have become wanderers, and these letters as coming from several that we could name, carry with them a peculiar sadness that indicate their lines have not been cast in smooth places, and we wonder, while rapidly drifting upon the stream of time what our fate will be. How often we have built imaginary castles. How often we have thought and planned for loved ones' comforts in the far distant future, and of how, when we grew old we would rest, and enjoy our good old age, but what imaginary ones those thoughts have been, yet while not real to many of us, the hope of their realization has spurred us on, and when overtaken by adversity we have hustled the harder, and while doing so have learned many lessons—some of them sweet, and very many of them sad. And yet the same continuous round is experienced. Today a young man in charge of his first train—tomorrow too old for the service. An old conductor we wander from one part of the country to the other, meeting with old time friends of younger days, but no friendly hand is out-

stretched to place us in a position of trust, and the ending is a bitter one. While, perhaps, the Grand Division at Detroit did the proper thing in ruling out the publication of resolutions of respect at the death of our Brothers, restricting them to a mere mention of their death, it looks as though our boys were worthy of more than the utterance of these words—he is dead. Our obituary notice does not even give date of death, and if you don't happen to see a note of it in some newspaper, or possibly hear of it through a close friend, all we ever know is that "he is dead." While eulogizing at length is to the casual reader monotonous, yet many of our boys are of the very best of God's handiwork, and leave behind them footprints in the sands of time that can never be effaced, and their whole lives have made them worthy of the name of man and brother, and of something more than a cold-blooded notice of death.

Hot Tamales, we were in your midst a few years ago, before we knew you were born, and if we ever go west again in search of rarefied air, and its accompaniments, we will certainly look you up. Shoot us in a few more hot ones like your last.

Seymour, Ind.

C. W. M.

#### Editor Railway Conductor:

Thanksgiving! Oh, how truly has it been said that that word has generally caused more good feeling amongst the people of the United States than almost any other in the English language. And why not? Happy are the people who give thanks to the Almighty for what they have received the past year. We railway men should rejoice, for we all know that our prosperity has been far greater the past year than any other year on record, and we would not be true to ourselves if we did not set a day aside and thank God for what He has done for us. We, in this saintly city, surrounded by the mighty range of the Wasatch Mountains can boast of the pleasant feeling between employer and employe the past year and trust it will continue to last. Our retiring president of the Rio Grande Western came down handsomely to some of the boys, making a present of \$100,000.00 in stock of the company, and those who were fortunate to come within the limit—ten years—consider themselves lucky. While those who miss it a year or two believe now more than they ever did before "A rolling stone gathers no moss." The Harriman syndicate, headed by Mr. Geo. Gould, has at last absorbed the Rio Grande Western and the retiring president, Mr. W. J. Palmer, wishing to show his good will to his old employes generously divided the above share of stock in the company to them, claiming it was through them that the property attained such a high standard, and such a large price was received for it and he wished to include them in the prosperity.

Mrs. Moore, of the Ladies Auxillary, has visited the Mormon capital and the Sisters have certainly had a good time and all conductors have been batching during her stay. However, the Brothers agree that they are willing to continue in that line if Sister Moore will keep up the good work and feeling she has started amongst the Sisters. We have all noticed the improvement in Brother E. C. McCullon's voice and it is astonishing, but a fact,

the longer he talks the better it is. Saltair is closed, and while a good many will be sorry I don't think the conductors are, especially those who wish to keep Division 395 up to the standard. Now the Brothers will all attend meeting instead of that famous resort. Division 395 elected their new officers for the next year. I do not believe any other Division of the Order can boast of a better class of officers. Your humble servant had the pleasure of installing the officers of Division 124 last regular meeting of that Division and the selection of them is above criticism. Brothers Lynch and Stone were captured at the Elk's carnival and were heavily fined for rubbernecking, and they immediately appealed the case, and on giving their promise that they would go home to Ogden and cast their vote that Salt Lake City was the only place for a convention they were let go. Brother E. C. Crocker, of Division 124, who is deputy sheriff, claims he did not have a hand in this, but who knows? Probably Brother A. L. White can tell. Well, Brothers, let the good work go on and probably some year we may be able to bring the Grand Division to Salt Lake.

Salt Lake City, Utah.

W. E. YANCEY.

#### Editor Railway Conductor:

With other duties the members of Division 47 were good enough to select me to act as correspondent for *THE CONDUCTOR*. The position was not much sought after, and as a result the honor was bestowed without a contest. Like I hope almost every member of our Order is, I am very much interested every month in reading the *Fratern*al communications in *THE CONDUCTOR*. Much that is of interest to our Order and many excellent ideas are to be found in every issue, while the names of many of our contributors recall pleasant memories of the early work and the history of our organization.

Brother Chester was again elected chairman of the Canadian Pacific grievance committee. Few committees in connection with any Division have been so successful as the committee of Division 47 and the credit is almost entirely due to Brother Chester. The membership has increased and the finances of our Division have been placed on a very good footing during the past year largely through the efforts of our retiring C. C., Brother Cross, and Brother Sutton. We have moved out of our old hall to the best one in the city and we are in hopes that with the opening of the Canadian Northern Railway line to the lakes and the consequent increased number of conductors to so increase our membership as to place Division 47 again in the front rank. Brother W. C. Risteen has been appointed trainmaster on the Canadian Northern at Winnipeg and is giving satisfaction. Brother John Landers has been appointed passenger agent and is now very busy in Southern Manitoba advising the farmer what to do with his money. Brother Brown is trainmaster at Rat Portage and is very busy getting to the lakes the largest crop ever harvested in the northwest. Brother Brown has the happy faculty of getting along well with his men, and as a consequence there is harmony and good work. Brother Hubbell is running a train on the Canadian Northern out of Brandon. The Order owes much to Brother Hubbell and we

will all be glad to see him reach up towards the top rung again. We had a short visit from one of our old timers, Brother N. Wessels, now on the Northern Pacific out of Helena. We were all glad to hear that our old friend Brother John Rapeljie is doing well. Brother Frank Dorsey is on the Great Northern out of Spokane, while Brother Al Percival, we are told, has amassed a fortune through some mineral and oil discoveries in the west. Brother Robert Percival is general yardmaster on the Canadian Northern at Winnipeg, and from all accounts his present position will in the near future lead to one of greater responsibility.

As I will have to call again, Mr. Editor, in order to comply with the duties of my position, I will close by saying that the Order of Railway Conductors was never stronger nor never achieving so much for its members as it is at the present time in this section of the country.

Winnipeg, Man.

JOSEPH FAHEY.

#### Editor Railway Conductor:

The November *CONDUCTOR* comes to us full of good thoughts. To comment upon the various correspondents who have so kindly contributed to that number would be, to say the least, a small tribute in the way of reward for their kind efforts. I wish also to commend our Brother Editors who are deserving of all praise for the pains taken on their part to make *THE CONDUCTOR* a live issue. I can only add the words—more power to them.

Sunday, Nov. 17th was Division 27's regular meeting day, also the day for the election of officers. The Division was favored upon this date with the presence of our Grand Senior Conductor, Brother Wilkins. Brother Wilkins very ably outlined what was being done along the lines of advancement in the Order. Do not worry, Brother Wilkins, about the "All Canadian Order of Railway Men." If I might use the language, would say that this organization stands about as much show for existence as a jack rabbit in a tie pile with twenty-five hounds around it.

What conductor wants to sacrifice all he has laid by and what he has taken years to accomplish, to follow a mushroom idea—All Canadian Order of Railway Men. Please don't understand me as casting any reflections upon my Canadian Brothers or fellow workmen in making this assertion, for you will find no more loyal fellows than the Canadian railroad men. They are ever willing to advance the cause of right.

I read in our November journal an editorial entitled "A Clearing of the Fog." Open confession is good for the soul, and I want to say that I have drunk of the bitter cup to my sorrow. I was patriotic to the cause, and my reward was remorse and reflection. Believe me, Brothers, that no matter what the cost to the railroad companies is, they propose to put a stop to any short fare or scalping tickets. So just as soon as we can show the officials that they are getting what belongs to the company, then will we be in a position to demand more salary. Cut out those good fellows that ask you to divide.

Our position is one that has taken years of hardship and toil to work up to. Any man who asks such favors is no man at all, and when time comes

to meet your fate, he that knew you once knows you no more. He then seeks new fields, and soon another Brother has fallen a victim to his wiles. The special agents (spotters) come in for their share of the glory by seeking whom they may devour. They will use every instrument within their power to land their victim. Their reports must be accurate, for they could not be otherwise. (Nit.)

Now, Brothers, the remedy to overcome all these obstructions is to treat all with stern justice and gentle mercy.

In conclusion I would like to say that the road that I represent — Toronto, Hamilton & Buffalo (original title To. H. & Back)—has had a very successful year's business. I am informed that we handled better than 50,000 passenger's during the Pan-American Exposition. All this on 80 miles of main line. We are one of the strongest competitors in Ontario, although our territory is small. This large patronage can be attributed largely to our most esteemed and worthy general superintendent and his subordinates, who, by the instructions given us, have merited the good will and patronage of the public.

The closing of the Pan has returned Brothers Fox and F. Kilgour back to their old love—giving high signs over 75 cars in and out of St. Thomas. These are the trains that keep the conductors in constant fear of being upset on account of a bursted air hose or of being broken in two. Too bad, Brothers; you have our sympathy. Wishing all a happy Xmas and New Year. PROTECTION.

Hamilton, Ont.



#### Editor Railway Conductor:

Hello, there! This is Division 270, Youngstown, Ohio, the iron-handed metropolis of Eastern Ohio. We are right in the heart of iron industry and consequently the tonnage of all roads out of here is iron in one form or another, or the materials used in the manufacture of the same, which is in no ways perishable, therefore it follows that we have few preferred runs. Any Brother looking for hard work and plenty of it will be safe to come this way. Business drops off a little during the winter, which makes the spring the most opportune time to hire here. Seniority rule prevails on the Erie.

Our winters are very trying, as we invariably have four seasons of weather in one week. The frequent changes and the extremes to which the thermometer will register inside of a few days, coupled to the long hours we are often out on a trip, make our burdens grievous to be borne. But in it all we have learned to see the silver lining which appears in every cloud. We are highly favored by having a very efficient and genial superintendent, one who sympathizes with us and is always ready to do anything he consistently can for the benefit of his employees.

The age limit is not being lived up to here in all cases, as the different roads have been compelled to hire experienced men in order to successfully handle the extra amount of business, and they found it costing too much to educate the student. There is a general feeling here against the age limit, and now would be a very favorable time to take the question up and have it forever abolished, as many roads have been disgusted this past sum-

mer in trying to handle the enormous business with inexperienced men. In this section of the country business has increased very fast the past three years, but the roads have not been keeping up with it in regard to terminal yard room and other trackage to handle the increasing tonnage of freight given them, and for this reason the roads have been badly blocked all summer.

Youngstown, Ohio.

CORRESPONDENT.



#### Editor Railway Conductor:

Brothers, on January 1, 1903, there will be a reward given to the member making the greatest record in attendance and obedience for the year of 1902. I note that some of the Brothers run from six months to six years for non-attendance. We have a good Brother who will hold office for the ensuing year, and we sincerely hope that his obedience to the duties of his office will be better than his attendance has been. His last appearance in meeting was July 28, 1895.

I notice that the Brothers look about one year older than they did last election. Brother T. F. Gazerty is again on duty. His absence was caused by hay fever. His visit was in Michigan. Recently the Brothers had the pleasure of meeting an old-time friend and Brother, Mr. R. F. Gould, member of Division 14. Brother Gould is general yard master of L. V. R. R., office at Packerton, Pa.

Sunday, November 24, the Brothers had the pleasure of receiving a very refined gentleman by the name of Mr. L. A. Fisher. Brother Fisher will make us a good member.

Division 120 will give a ball in the near future. All Brothers and their ladies are cordially invited to attend. No date given. Come early and avoid the rush. The election passed off very quietly. There was very little trouble; no shooting, and only a few arrests were made during the day. Past Chief Conductor Edwin Sexton laid the law down to the Brothers. Now will you be good! No change has been made in the salary of correspondent. Last year it was nothing; for the ensuing year it will be the same thing.

Inactivity and lack of interest were never known to make a success of anything. Remember, Brother officers, that upon you rests the responsibility of the success of our Order. [A few members would add very materially, you would find. —ED.]

Brother Edward Funk, McKees Rocks, Pa.: Will this letter come under your question third, of November CONDUCTOR?

G. B. M. SEWELL.

Huntington, Ind.



#### Editor Railway Conductor:

We had an election of officers in November for 1902. Division 324 is taking the boys in right along. We have taken in several new members in the past two months. Division 166 misses Brother Henly's pop valve when he is away. He attends Division 324 quite often when here, but he will not have much to say. I guess he thinks Windy Reynolds would not talk him, but I do not see how that could be done. Brother Wilburn has been under the weather for several days, but is on his cannon ball run again. Brother Vawter has been down with fever for four weeks. We are glad he is improving. Brother N. Steward is up again

after a long spell of sickness. Brother B. H. Spencer is the father of a eleven-pound girl, and a prouder boy you never saw. This is their first one. Our general chairman, Brother W. G. Brobeck, stopped over with us a few hours on the 2d. Brother E. T. Spencer is a little under the weather, and Brother Bowen is handling the punch on his run.

Speaking about seniority I believe our officials on this system realize that seniority is the best for them to have. It will make better men of them. Brothers, we should have all the sympathy in the world for men in freight service. There is where your seniority comes in. Do you think, after a man has been a freight conductor for ten or fifteen years, as we conductors on our division have—would you think it right if there was a vacancy on a preferred freight or passenger run, it would be right to put a younger man on them and still keep the old conductors down? Let seniority rule and we will have better men. When a trainmaster hires a brakeman, he looks forward to a position as a passenger conductor. Under these circumstances we have competent men in train service in all capacities, able to fill the position of conductor, trainmaster, superintendent or president of the road if called upon to do so. I am glad to know that we have intelligent Brothers all over the United States, capable of practicing law at the bar or preaching the gospel in the pulpit.

Bluefield, W. Va.

E. T. SPENCER.

#### Editor, Railway Conductor:

Fraternal organization is what? The serious illness of a Brother necessitated his run to be filled by one who was not the oldest, and thereby hangs a tale. The question was asked in a peculiar way, will he ever be able to resume his run, if not I am entitled to it because of my seniority. Whither have we drifted? When a Brother for the sake of a few paltry dollars aspires to throw out a Brother who, perchance, fell heir to a more favorable run; wherein does our organization amount to naught if there is not a dollar in it. I love my loyal Brother, but despise a disloyal member and a fraud, and the Brother who takes the obligatory oath of our Order and then can see nothing but the filthy lucre is a moth and will soon eat a hole in the organization that will fester, and ere we are aware of its presence the organization will suffer blood poison, and if not of robust constitution, will succumb; and it is preferable that we should not have him in the Order, we would be stronger without him. We cannot afford to carry drones or members for revenue only. That is not our motto. Fidelity is our principle, and is so stated in the bond, and unless we live up to it we are violating our obligation and are not worthy of the green. When we realize we are not an organization for revenue, then and not till then will we deserve success. We cannot succeed fraternally until we are worthy parties to our purpose; we may be successful, individually, to a limited degree, but as a body never. The principles of Fidelity, Justice and Charity in Perpetual Friendship must occupy a leading position or we are lost fraternally.

Nov. 5th we were honored and edified by a visit from our Grand Junior Conductor, L. E. Sheppard. The meeting was attended by all Brothers who could lend their presence, but being an off night

the attendance was not what we would have desired. The attendance of Brother Sheppard and his lucid explanation of the object and the benefits to be derived from thorough organization were features that will long be remembered by those who were fortunate enough to be with us. It is greatly to be regretted that we cannot have our Grand officers with us more frequently, for we are in need of them. Those of us who preach organization to the average Brother cannot have the effect or result of a few words from our officers, our endeavors become chestnuts of an antiquated nature. Brother Sheppard was suffering from a severe cold, and was forced to keep indoors during the afternoon. When he left us, next morning, he was feeling much better, and we sincerely trust ere this he has entirely recovered. He impressed us as being a worthy Brother, and one who carries the welfare of our Order in his heart, of a pleasing demeanor and easily approached, whole-souled and affable, and the impression he left was pleasing and effective. Come again, Brother, and we will endeavor to make it more interesting next time.

Brother Pemberton has just returned from New York; had a delightful visit, but we fear the excitement of the metropolis was too much for his frail composition, for he has been confined to his room almost since his return.

Brother S. C. Gilbert of Division 208 has a leave of absence for six months, and will preside over the police department of the Exposition, which is a guarantee that the best of order will prevail, and we trust with this assurance the Brothers throughout the country will have no hesitancy in visiting this old historic city—a city that prides itself on its antiquity and is truly worthy of that pride. The management promises to present to the world an exposition that will dwarf Chicago, Buffalo and kindred exhibitions. Come, take in the sights and breathe the air that is resonant with a hospitality that knows no equal. The sun rises earlier, shines brighter and goes down later in Charleston than any city on this continent, and the welcome generated from that warmth is as spontaneous and flows with a liberality that cannot be surpassed. Come, Brothers, one and all, bring you: best girl, walk down on the Battery, breathe the fresh pure air, thereby creating an expansion of your contracted ideas of us and ours. We realize that we are about twenty years behind, and we also know that the legislation of this country for the last forty years has been detrimental to this section, hence we are late in a great many respects, but that will not affect this exposition, for Phoenix-like we have risen from the ruins and are now prosperous, regardless of antagonistic legislation, and we will succeed in this exposition if we were not allowed an appropriation. We hope to meet you all between December 2nd and June 1st, and if Charleston is too full to accommodate you, don't forget that Wilmington was never full and never will be to a Brother conductor.

Our last November meeting was a gem within itself. We had a good attendance of enthusiastic Brothers. Little else than the election of officers was accomplished. If we could have such meetings generally we would soon purge our Division of impure matter and our anticipations would be a reality.

With the best wishes for a prosperous year of our Division and the entire Order,  
LAFAYETTE.  
Wilmington, N. C.



## LEGAL DECISIONS OF INTEREST TO RAILWAY MEN.

Prepared for THE RAILWAY CONDUCTOR by Andrews & Murdoch, Berrien Springs, Michigan.

### *Employers Liability Act—Conductor's Signal.*

In the case of Grand Rapids Railway Company vs. Pettitt, Judge Henly of the Indiana Appellate Court, held,

1. That in performing the ordinary duties of his position, a brakeman cannot be held to be acting under the special order of the conductor of a freight train within the meaning of the employers liability act.

2. Where the conductor of a freight train transmitted to the engineer an improper signal, negligently given to him by a brakeman when another brakeman was attempting to make a coupling in the discharge of his ordinary duties without special direction from any one, and the latter brakeman was injured by reason of the engineer obeying such order, the railroad company is not liable under said act.

### *Violation of Ordinance Relating to Trains at Crossings.*

An ordinance of Leavenworth, Kansas, requires all railroad companies within the city to place flagmen at all crossings of graded streets, and provides for gates on certain streets when required by resolution of the council. For the violation of this ordinance by any person of employe assisting in running any engine or train across such streets where no gate has been erected as required by the resolution, the ordinance also provides a punishment. This ordinance was recently construed by the supreme court of Kansas in the case of City of Leavenworth vs. Hurdle and Islip, 66 Pac. Rep., 238. Hurdle and Islip were conductor and en-

gineer of a passenger train of the Atchison, Topeka & Santa Fe Railway Company and they were convicted of violating the provisions of the ordinance. The supreme court held that the provisions for the ordinance above quoted referred only to crossings on which flagmen were stationed and that the conductor and engineer could not be rightfully convicted under the ordinance for the running of trains across their crossings.

### *Ejection of Passengers for Failure to Sign-up Return Tickets.*

A passenger on a train in South Carolina of the Florida Central & Peninsular Railroad Company was ejected from the train by the conductor, who accosted her in a rude manner when ordering her to leave the train. The passenger was attempting to ride on the return portion of a round-trip ticket. At the time of purchasing the ticket she had signed a contract which required her to sign the ticket before the agent at the point of destination and have him stamp it before starting on her return trip. She had failed to do this and the conductor refused to honor the ticket. She claimed in a suit for damages for being ejected that she had purchased the ticket hurriedly and did not notice that she was required to again sign it before the agent at the point of destination. The ticket itself contained notice, however, of this requirement. The language used by the conductor, while bluff and preemptory, was not abusive.

The plaintiff recovered judgment in the lower court but this judgment was set aside in the supreme court of the state,

the court holding that the conditions of the contract of purchase of the ticket had not been complied with by the plaintiff and that as a matter of law she was bound to know those terms even though as a matter of fact she had neglected to inform herself of them through failure to read the contract or ticket. As to the claim for compensation for the rude language used toward her at the time of the ejection the court said, "while it is quite probable the conductor spoke in a quick, peremptory tone, there was no element of abuse in what he said to her," and for language not abusive the company could not be held liable.

*Carriage of Passengers on Freight Trains.*

In passing upon the degree of care required in the management of a freight train that carried passengers in its caboose, the supreme court of Alabama in the case of *Southern Railway Co. vs. Crowder*, 30 So. Rep. 592, said: "Those taking passage on such a train assume no risk of conduct on the carrier's part lacking in care for passengers, nor does the fact that the train is composed mainly of freight cars lessen the degree of care resting on the carrier and which requires of it everything which consistently with the character and practical operation of such trains, is available for the passenger's safety."

*Failure to Hold Train—Tennessee Contributory Negligence Law.*

The failure of a conductor to hold a train of the Louisville & Nashville Railroad Company at a station a sufficient length of time to enable the passengers to alight safely has resulted in a judgment against the road for damages received by a passenger in getting off a car.

The plaintiff was a woman and she claimed in her complaint that when she was in the act of getting off of the train, in the presence of the conductor, the signal was given by him to start; that it did start, and threw her from it, resulting in her serious and permanent injury, for which she sought damages

There is a platform at Springfield upon which passengers alight on the opposite side of the railroad track from the depot, it being between the railroad tracks and the town. The plaintiff and her witnesses testified that while she was endeavoring to alight from the train, in the presence of the conductor, it not having remained long enough at the station to permit her to alight in safety, the conductor had it start, and she was thrown to the ground, causing the injury complained of. She and some of her witnesses testified that as she started down the steps to alight on the platform provided for passengers, the conductor holloosed to her to leave the train on the side next to the depot; that she turned to leave it on that side, when it started as stated. The defendant admitted that the plaintiff was a passenger upon its train from Nashville to Springfield, but claimed that she had ceased to be a passenger at the time she received the injury, upon the idea that she had left the train, stood upon the platform, and was injured in an effort to go over the steps and platform of the car to the opposite side. The evidence was conflicting but the jury found in favor of the plaintiff. The supreme court affirmed the decision. In reviewing the case it said: "If the servants in charge of the train on which plaintiff was a passenger failed to hold it long enough to enable her to alight in safety, and she was injured while attempting to do so, or, even though the train was held long enough to enable her to alight in safety, yet if the servants in charge of the train, with knowledge of the fact that she was attempting to alight, caused the train to start, thereby causing her injury, the company is liable. The accident having occurred in Tennessee the contributory negligence law of that state was held to apply, which was stated by the court to be that plaintiff could recover although she may have been guilty of negligence contributing to her injury, providing the negligent act of the appellant was the direct and proximate cause of the injury.



# OFFICIAL CHANGES.

A. H. Vie'e has been elected vice-president of the Duluth & Iron Range.

E. J. D. Myers has been chosen president of the Washington & Southern.

W. D. Cornish has been chosen president of the San Antonio & Aransas Pass.

J. E. Rodes has resigned as assistant to the president of the Tennessee Central.

E. B. Freeman has been chosen vice-president of the Georgetown & Western.

Raymond DuPuy has been chosen vice-president of the St. Joseph & Grand Island.

W. E. Tew has been appointed trainmaster of the Dakota division of the Great Northern.

W. A. Sheehan has been appointed trainmaster at Freeport, Ill., for the Illinois Central.

W. T. Bogert has been appointed trainmaster of the Bradford Bordell & Kinzua, at Foxburg, Pa.

John Francisco has been appointed trainmaster for the Ulster & Delaware at Rondout, N. Y.

E. Ryder has resigned as superintendent of the Washington division of the Southern Railway.

A. H. Galleher has been appointed assistant trainmaster at Pittsburg for the Baltimore & Ohio.

J. T. Casey has been appointed division superintendent of the Mexican Central at Guadalajara, Mex.

J. W. Carroll has resigned as assistant superintendent of the New York Philadelphia & Norfolk.

N. Mills has been appointed general manager of the Duluth Virginia & Rainy River of Minnesota.

J. D. Martin has been appointed superintendent of the Arkansas Southwestern. Office at Upland, Ark.

A. G. Hackstaff has been chosen third vice-president of the Illinois Central, with headquarters at New York.

A. M. Lane has been appointed general manager of the West Virginia Northern. Headquarters at Irona, W. Va.

H. C. Higgins has been appointed

trainmaster of freight terminals of the Illinois Central at Chicago, Ill.

W. E. Silverthorne has been elected president of the Arkansas Southeastern. Headquarters at Buffalo, N. Y.

Timothy Bresnehan has been appointed trainmaster of the Cincinnati Lebanon & Northern. Office at Xenia, Ohio.

W. E. Williams has been appointed trainmaster of the Missouri Kansas & Texas. Office at Greenville, Tex.

R. B. Reynolds has been appointed trainmaster of the Baltimore & Ohio, between Callery Junction and Foxburg.

J. J. Flynn has been appointed trainmaster of the Illinois Central between Canton, Miss., and New Orleans, La.

R. L. Montague has been appointed general manager of the Georgetown & Western. Office at Georgetown, S. C.

George F. Hawks has been appointed trainmaster of the Galveston, Harrisburg & San Antoine, at Houston, Tex.

O. B. Grant has been appointed general manager of the Davenport & Rock Island. Headquarters at Davenport, Ia.

W. T. Caldwell has been appointed trainmaster of the St. Louis division of the Illinois Central. Office at Carbondale, Ill.

E. H. Pfaffin has been appointed superintendent of the Evansville & Terre Haute. Headquarters at Evansville, Ind.

John M. Daly has been appointed general manager of the Cape Breton railway. Headquarters at Port Hawksbury, N. S.

J. G. Metcalfe has been appointed general manager of the Evansville & Terre Haute. Headquarters at Evansville, Ind.

C. G. Waldo has been appointed general manager of the Findlay, Ft. Wayne & Western, now a part of the C. H. & D.

A. C. Hobart has been appointed division superintendent of the Mexican Central. Headquarters at Guadalajara, Mex.

James Corbett has been appointed superintendent of the Susquehanna division of the Erie. Headquarters at Elmira, N. Y.

T. J. English has been appointed superintendent of the Pittsburg division of the Baltimore & Ohio. Headquarters at

Pittsburg, Pa., vice John Barron, resigned.

William Irvine has been appointed general manager of the Chippewa River & Menominee. Headquarters at Chippewa Falls, Wis.

Robert Holland has been appointed acting superintendent of the Blackwell Enid & Southwestern. Headquarters at Blackwell, Okla.

G. D. Cash has been appointed division superintendent of the Cananea Consolidated Copper Company's Railway at Naco, Ariz.

J. C. Stuart has been appointed general superintendent of transportation of the Baltimore & Ohio. Headquarters at Baltimore, Md.

W. H. Calvert has been appointed trainmaster of the Chicago Peoria & St. Louis. Office at Springfield, Ill., vice W. H. Gridley, resigned.

E. Ryder has been appointed superintendent of the western division of the Chicago & Alton. Headquarters at Kansas City, Mo.

L. F. Loree has been chosen president of the Baltimore & Ohio Southwestern in the place of E. R. Bacon, who was made vice-president.

Charles S. Weston has been appointed assistant superintendent of the Burlington Cedar Rapids & Northern, south of Iowa Falls, Ia.

F. C. Batchelder has been appointed superintendent of the middle division of the Baltimore & Ohio, with headquarters at Newark, Ohio.

F. E. Ramsdell has been appointed trainmaster of the P. & L. E. division of the Pittsburg & Lake Erie. Office at McKees Rocks, Pa.

George W. Bartlett has been appointed general superintendent of the South Shore Railway and the Quebec Southern. Headquarters at Montreal, Que.

H. H. Brewer has been appointed superintendent of the Little Rock terminals at Little Rock, Ark., of the St. Louis Iron Mountain & Southern.

Charles M. Hays has accepted the position of second vice-president and general manager of the Grand Trunk, vice George B. Reeve, resigned.

A. B. Liggett has been appointed superintendent of transportation of the entire St. Louis Southwestern system, with headquarters at Tyler, Tex.

R. P. Dalton has been appointed superintendent of the Valley division of the St. Louis Iron Mountain & Southern. Headquarters at Mer Rouge, La.

D. D. Carothers, engineer maintenance of way for B. & O. S. W., has been appointed general superintendent at Chicago, Ill., for the Baltimore & Ohio.

W. K. Gillett has been chosen president of the Florence & Cripple Creek, vice J. J. Frey, resigned. Mr. Gillett still remains president of the Midland Terminal.

T. F. Rowland has been appointed trainmaster of the Salt Lake division of the Southern Pacific. Office at Salt Lake City, Utah, vice M. J. Griffin, resigned.

C. J. Kalbaugh has been appointed trainmaster of the Youghiogheny and Monongahela divisions of the Pittsburg & Lake Erie. Office at McKees Rocks, Pa.

G. B. Obey has been appointed superintendent of the Youghiogheny and Monongahela divisions of the Pittsburg & Lake Erie. Headquarters at Pittsburg, Pa.

James R. McPartland has been appointed trainmaster of the first division, main line, of the Burlington Cedar Rapids & Northern, with headquarters at Cedar Rapids, Ia.

O. A. Brown has been appointed trainmaster north of Iowa Falls for the Burlington Cedar Rapids & Northern. Office at Estherville, Ia., vice H. H. Tiffany, transferred.

L. S. Robertson has been appointed assistant trainmaster of the southern division of the Kansas City Southern and of the Texarkanna & Ft. Smith. Office at Texarkanna, Tex.

S. J. Collins, who resigned as general superintendent of the Wisconsin Central, has been succeeded by E. F. Potter, general superintendent of the Davenport Rock Island & Northwestern.

J. W. Riley has been appointed superintendent of the P. & L. E. division, including Pittsburg yard, first and second divisions of the Pittsburg & Lake Erie. Headquarters at Pittsburg, Pa.

O. H. McCarty has been appointed superintendent of the divisions north of Iowa Falls, of the Burlington Cedar Rapids & Northern, vice W. P. Ward, resigned. Headquarters at Estherville, Ia.

J. C. Riddell, whose appointment to general superintendent of the Marietta Columbus & Cleveland we mentioned in our last issue, contained an error in the spelling of that gentleman's name. It should be as above.

Mr. J. D. Brennan, whom we mentioned as having been appointed to the position of general superintendent of the Clover Leaf, was only temporarily filling that position, and has now returned to Charleston, Ill., as division superintendent.



A circular issued at North Bay, Ontario, by the promoters of a proposed new organization of railway employes for Canada contained a financial statement which was said to be made up from figures obtained from the general office of the Order. These figures appeared to the Grand Chief Conductor as incorrect. He inquired from the Grand Secretary and Treasurer if he or any one in his office had been asked for, or had given, the figures in question. Having in mind the proposed organization and the period during which we had had knowledge of the move, the answer was that no figures had been requested or given. On the strength of that answer the Grand Chief Conductor made the declaration in a "Mention" in the November CONDUCTOR that the statement that figures had been obtained from the general office was a misrepresentation and that the presentation made by use of those figures was false.

After this had been sent out, it was learned that it was claimed that the figures had been secured by the Secretary of Division 242. Search of the files then revealed a forgotten letter from the Secretary of 242 to the Grand Secretary in March last in which he asked for some figures affecting the Canadian members, which he said he wanted "to cinch an argument with a member of the B. R. T." In answer to this request an estimate of about what he requested was given to him as Secretary of a Division and the correspondence was filed and thought no more of. The estimate given was not accurate and it was so stated to him. The figures proved to be much further from correct than was supposed. The correct figures are as given in our November issue.

As soon as it was learned that the claim of having secured official figures was based upon the letter in question, which was written to one of our Secretaries nine months before and which had no apparent connection with the move under discussion, the Grand Chief Conductor addressed a letter to every Division in Canada, explaining the existence of the letter. He did that, and he makes this explanation, because he does not want to be unfair to any person nor misstate or misrepresent any fact. The connection in

which their figures were presented was somewhat misleading but it will be seen that their statement that their figures had been obtained from the general office was not a willful misrepresentation, and we are glad to acquit them of that charge.

When you change your place of residence or do not receive THE CONDUCTOR regularly drop the editor a card giving your name, *Division number* and address.

Division 386 has moved from Murphysboro to East St. Louis, Illinois.

Look out for a fraud about 40 years of age sailing under the name of T. J. Perkins and claiming to hail from Denver, Colo.

Brother M. R. Mathews of Division 177, has been appointed general yardmaster for the C. A. & C. and F. W. & C. at Orrville, Ohio.

Any one knowing the address of Brother S. G. Collis will confer a favor by notifying C. E. Stone, Secretary 254, Frankfort, Ind.

Brother R. B. Stegall of Division 148 wants the address of G. A. Odell, a member of that Division—or any information by which he may be located.

We acknowledge with thanks an invitation to participate in the fourteenth annual ball to be given by W. M. Hobbs Lodge No. 4 B. of R. T. on the evening of Dec. 25th.

We are in receipt of a pretty song written by W. E. Wrye, member of Division 156 B. of L. E., of Birmingham, Ala., entitled, "What Happened in the Beechwood Long Ago."

Brother C. R. Stewart's letter in the Fraternal Department of this issue calls attention to a subject which is of vital interest to every man who works. Brother Stewart's presentation is not overdrawn.

It behooves all to give attention to the note of warning and to awake to action on this subject.

Brother Grant Ferguson of Division 166, who was elected Grand Outside Sentinel at St. Paul, has been appointed yard master for the Union Pacific at Evanston, Wyoming.

Brother H. M. Held, of Division 340, reports the loss of all his O. R. C. and K. P. receipts together with \$75 in pocket book while sleeping in his caboose at Crookston, Minn.

We are informed that at the preliminary convention of the proposed new Canadian order, held at Ottawa, Nov. 20, so little encouragement was given to the move that it was abandoned.

Brother Howard Case of Newton, Iowa, has a complete file of THE RAILWAY CONDUCTOR beginning with January, 1884, to the present date that he will dispose of to any person wishing to secure them.

If any Brother can send the address of C. A. Boice, formerly train dispatcher on the Rock Island at Herington, Kas., to Brother W. B. Freeland, Secretary Division 298, Pratt, Kas., it will be appreciated.

Brother John Francisco of Division 104 has been appointed trainmaster for the Ulster & Delaware, at Rondout, N. Y. THE CONDUCTOR joins with Brother Francisco's many friends in wishing him success.

Brothers P. B. Bowers and W. H. Anderson of Division 177 and Brother C. H. Mell of Div. 314 have laid aside their overalls and jackets and donned the blue on passenger service, for the Pennsylvania company.

It will be a source of pleasure to the friends of Brother C. T. Kalbaugh to learn that he has been appointed trainmaster of the Pittsburgh & Lake Erie at McKees Rocks, Pa. THE CONDUCTOR wishes Brother Kalbaugh success.

Miss Abi U. Davis, the nine-year old daughter of R. E. Davis, a baggageman for the Southern Railway at Birmingham, Ala., is becoming a "wizard" on the wire. She recently copied fifty-two words in a little more than two minutes in a test of her capacity for receiving and copying.

The Fraternal letter of Brother Manley of Division 40 announces the appointment of Brother Will E. Tew of that Division to the position of trainmaster of the Dakota Division of the Great Northern. The members everywhere will join us in our congratulations and good wishes for Brother Tew's success.

Assessment notices for the year of 1902 have been mailed to all members of the Mutual Benefit Department to their last known address. Any member failing to promptly receive his notices should promptly advise the Grand Secretary, giving his present address, and second notices will be mailed to him.

A number of our ladies forwarded Mrs. McKinley copies of engrossed resolutions of condolence which have been acknowledged by her upon a card in neat form and simple language saying:

"Mrs. McKinley acknowledges with grateful appreciation the tender expressions of sympathy extended to her in her sorrow."

An amusing illustration of diversity of opinion is given in the Fraternal letters of two correspondents relative to the appearance of THE CONDUCTOR. One says, "it is the neatest and most tasty cover we have ever had;" another says "it does not rank with the best covers on a patent medicine almanac." Which one is the more capable judge of material and style?

The following Division Cards have been lost or stolen. If presented take up and send to the Grand Secretary:

DIV. NO.	NAME.	CARD NO.
57	C. L. Flemming	10803
330	Albert Venn	5758
395	T. H. Brennan	11321
395	J. E. Edwards	9809

The Louisville & Nashville, it is said, is presenting its employes who have served it longer than five years, new winter uniforms. Undoubtedly those who are required to buy clothes that can only be worn while acting as the company's agents will appreciate this, for it has always appealed to us that a company derives the greater benefit out of any proposition that has for its purpose such a marked advertisement.

Brother W. A. Nash, Secretary of Division 332, desires the addresses of the following members of that Division: E. H. Schroeder, last heard from at Everett, Wash.; G. W. Carnes, last heard from at

Lansing, Kas.; J. C. Berry, last heard from at Little River, Kas.; R. P. Hargraves, last heard from at Pine Bluff, Ark.

❖

The Train Dispatcher's Bulletin is the name of a very bright magazine that comes to our table. It is full of interesting questions on train orders and discussions on same—interesting to every man in train service. It contains forms of orders, clearances and in fact discusses everything connected with the movement of trains. It is published at Toledo, Ohio, subscription price fifty cents a year.

❖

Quite a number of our Division Secretaries omitted the dates and hours of meeting from their annual reports. In every instance we inserted the same times in the directory for 1902 which will appear with our January number. It sometimes occurs that Divisions change their days and hours of meeting without giving us notice of same. We wish to impress the necessity of this upon our Division Secretaries and at the same time ask them to give us accurate data regarding this matter that our new directory may be absolutely perfect in every respect.

❖

"The Kidnapped Millionaires" in a very cleverly written story, the attractive and startling new feature of which is the actual kidnapping and marooning of several prominent millionaires. The tale is one of absorbing interest to the lover of adventure and to the one who enjoys a good story, while the student of sociology or political economy will find much to interest him in the theories and convictions of Sidney Hammond, a charming character. The acme of newspaper enterprise, ingeniously conceived, plays an important part in this truly novel novel. Lothrop Publishing Co., Boston.

❖

Brother J. B. Hill, of Division No. 1, assistant claim agent for the Chicago & Eastern Illinois Railroad, Ellsworth Building, Chicago, Ill., is very anxious to learn the whereabouts of Henry J. North, a brakeman of ten or more years' experience on various roads in Wisconsin and Minnesota. Worked as brakeman on the C. & E. I. road in the winter of 1890-91. He is wanted as a witness in an important law suit. Any information as to his present whereabouts, sent to Brother Hill at the above address, will be highly appreciated.

❖

One C. B. Porter is traveling about requesting favors and courtesies from

members of the Order on the strength of claimed membership in the Order. He generally claims to belong at Cheyenne, Wyo., and presents as identification some old passes and letters from business men or business associations. In some instances he claims relationship in some way with the Grand Chief Conductor. He is a rank fraud. His claims of membership in the Order and of relationship with its executive are false in every particular.

❖

We have received invitations from a number of Divisions to attend balls, among which are those from Division 86 to attend their 6th annual ball; from 113, to attend their 16th annual ball; from 126, to attend their 17th annual ball; from 167, to attend their 1st annual ball; and from Auxiliary 104 to attend their second annual ball. To all we return thanks. A handkerchief bazaar, to be held by Auxiliary 11, Jan. 10 is the latest novelty. The color and size of the handkerchief solicited is not limited, but nothing is said about wear and tear.

❖

The usual annual influx of Fraternal correspondence has reached a point far above the average this month, and although we have added extra pages we have been compelled to hold some letters over for want of space. We have found it necessary as well to cut out the numerous rosters of officers-elect given by our correspondents. This policy will be adhered to in future as well, for the directory contains the principal officers of every Division and the detailed reports are not of general interest to the members at large. We will thank our members to conform to this policy and direct their efforts to produce matter of general interest to the readers during the coming year.

❖

The Associated Lodges of the Brotherhood of Locomotive Firemen of Cook county, Ill., will give their annual charity ball at the Auditorium in Chicago on the evening of Tuesday, January 28, 1902, for the benefit of the Home for Aged and disabled Railroad Employees at Highland Park, Ill. Music will be furnished by the Second Regiment Infantry Band and tickets of admission for gentleman and lady will be \$1. These Lodges of the B. L. F. gave a similar ball one year ago, which was a brilliant success socially and a handsome success financially. A great deal of comfort was thus brought to the inmates of the Home. The move is a purely charitable and worthy one and should receive cordial support at the hands of the members of the several organizations who are interested in the welfare of the Home and its unfortunate inmates.

It is said that the Chicago & Eastern Illinois is back of a scheme to relieve the distress of its employes, their widows and orphans, during the coming winter, by sending a committee of employes along its lines to investigate all cases of need, and render financial assistance.



James Knight has been appointed general yardmaster of the Lake Shore yards at Englewood. He is a son of the famous engineer William Knight, who ran the engine "General," which was captured at Big Shanty, Ga., by a detachment of General Mitchell's army known as the "Andrews Raiders," of which he was a member.



A mention in Railway and Locomotive Engineering says that many persons are being imposed upon by parties who are selling "Standard Examination Questions and Answers," formulated at the last convention of the Air Brake Association, at \$1 per copy. It should be understood by all that this book retails at 25 cents and can be had complete by writing F. M. Nellis, 174 Broadway St., N. Y. From it we are reproducing our matter on that subject.



The McKinley National Memorial Association solicits subscriptions to the fund which is to be used in erecting a suitable memorial to the memory of the murdered

president. This is in no sense a partisan or political move. The Association will prepare and distribute to all donors to the fund a souvenir certificate. Each donor is requested to forward his name and address with his remittance to the treasurer of the Association, Myron T. Herrick, Cleveland, Ohio, for preservation in the permanent archives of the Association. It is intended to have the offerings voluntary on the part of the people and to give everyone an opportunity to contribute. The trustees are prominent business men from all parts of the United States.



The Cincinnati, Georgetown & Portsmouth Railroad which was recently purchased by the Comstock Bros. of Detroit, Mich., will be immediately converted from a steam railroad to a modern electric railroad. The gauge will be standard and freight will be handled by electric engines. This is the first steam railroad in the United States to be so converted. It will traverse its present length of 42 miles from Carrel St. to Georgetown and perhaps be extended later to West Union, the county seat of Adams county. The equipment will be changed on Jan. 1, 1902. Supt. J. M. Myers has been retained, much to the satisfaction of the employes and patrons of the road. His fairness and business-like methods has made him very popular with all he has had dealings with since he took charge of the C. G. & P. in 1894.

If the address on the wrapper of your CONDUCTOR is not correct, fill out this coupon, and send it to Editor Railway Conductor:

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

### PRESENT ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

### OLD ADDRESS

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.





# OBITUARY

- ANDREWS—Brother M. L. Andrews, Division 135, Nashville, Tenn.  
ALBRIGHT—Brother H. T. Albright, Division 143, Harrisburg, Pa.  
BAUGHMAN—Brother H. L. Baughman, Division 100, Columbus, Ohio.  
BACKMAN—Brother J. H. Backman, Division 275, Yoakum, Tex.  
BERRY—Brother C. A. Berry, Division 389, Albuquerque, N. M.  
BURNS—Brother J. Burns, Division 217, Bennett, Pa.  
BURNS—Brother L. Burns, Division 155, Syracuse, N. Y.  
BROWNELL—Daughter of Brother F. J. Brownell, Division 262, Cleburne, Tex.  
COBURN—Mother of Brother F. Coburn, Division 89, Louisville, Ky.  
CONLEY—Son of Brother J. A. Conley, Division 107, Cincinnati, Ohio.  
DRISCOLL—Brother F. M. Driscoll, Division 145, Conneaut, Ohio.  
FOULK—Brother D. J. Foulk, Division 193, Bucyrus, Ohio.  
FERREBEE—Brother W. A. Ferree, Division 196, Jacksonville, Fla.  
FLAHERTY—Brother Thomas Flaherty, Division 75, Montreal, P. Q.  
GLASSPELL—Brother C. S. Glasspell, Division 42, Trenton, Mo.  
GREEN—Wife of Brother G. S. Green, Division 222, Chillicothe, Mo.  
HANNEY—Amelia D., daughter of Bro. W. M. Hanney, Division 57, Ft. Worth, Tex.  
HORSE—Brother Samuel House, Division 234, Brunswick, Md.  
JEARDEAU—Brother R. O. Jeardeau, Division 46, Milwaukee, Wis.  
JOHNSON—Brother J. D. Johnson, Division 57, Ft. Worth, Tex.  
JOHNSON—Brother C. S. Johnson, Division 353, Estherville, Iowa.  
JOHNSON—Mother of Brother C. M. Johnson, Division 1, Chicago, Ill.  
O'BRIEN—Brother F. M. O'Brien, Division 253, Ashland, Wis.  
PATTISON—Brother William Pattison, Division 48, Detroit, Mich.  
SADD—Brother E. A. Sadd, Division 1, Chicago, Ill.  
SCOTT—Brother C. G. Scott, Division 41, Blue Island, Ill.  
SWETT—Brother D. S. Swett, Division 237, Worcester, Mass.  
SNYDER—Brother F. Snyder, Division 261, San Luis Potosi, Mex.  
STACK—Brother L. Stack, Division 232, Sioux City, Ia.  
TINDELL—Brother W. B. Tindell, Division 290, Paducah, Ky.  
TRAVER—Brother F. M. Traver, Division 187, Sunbury, Pa.  
VAVANSDALE—Brother C. Vavansdale, Division 136, Huntington, W. Va.  
VIOLET—Brother C. H. Violet, Division 263, Cumberland, Md.  
WALDRON—Brother George Waldron, Division 85, Winslow, Ariz.  
WILSON—Brother R. G. Wilson, Division 187, Sunbury, Pa.  
WILLIAMS—Lottie B., daughter of Bro. J. B. Williams, Div. 7, Houston, Tex.  
WOOD—Brother J. A. Wood, Division 239, Lexington, Ky.



# GENERAL INFORMATION RELATIVE TO THE MUTUAL BENEFIT DEPARTMENT.

Assessments Nos. 389 and 390 are for the death of R. R. Higgins, November 21, 1901, and M. L. Andrews, November 21, 1901. Time for payment expires January 31, 1901.

## BENEFITS PAID FROM OCT. 21, 1901, TO NOV. 20, 1901, INCLUSIVE.

Ben No.	NAME.	CAUSE.	Div.	Cert No.	Series.	FOR	AMT.
2267	W. R. McElroy	Accident	230	526	B	Death	\$2,000
2268	C. H. Miller	Gen'l. Paresis	359	2413	A	Death	1,000
2269	L. H. Crook	Pul'y. Tuber'is	304	3944	A	Death	1,000
2270	S. Whiting	Softening of brain	88	3734	A	Death	1,000
2271	W. O. Irwin	Loss of foot	89	162	B	Dis.	2,000
2272	H. H. McKay	Accident	374	7252	B	Death	2,000
2273	A. W. McKeown	Cerebral tum	35	2034	A	Death	1,000
2274	W. G. Wyant	R. R. Accident	140	6227	B	Death	2,000
2275	Egbert Greely	R. R. Accident	110	5986	B	Death	2,000
2276	R. M. Latimer	Shot by tramp	123	6481	A	Death	1,000
2277	E. J. Stout	Car. of Liver	44	3590	C	Death	3,000
2278	J. D. McDonald	Loss of hand.	306	3670	A	Dis.	1,000
2279	J. W. Hollifield	Paralysis	337	5841	A	Death	1,000
2280	P. J. Mead	Crushed by cars	259	5651	B	Death	2,000
2281	P. Kane	R. R. Accident	204	1381	A	Death	1,000
2282	J. M. Hibbard	Pneumonia	48	3387	A	Death	1,000
2283	W. S. Walker	Struck by Engine	153	7257	B	Death	2,000
2284	T. F. Barrows	Accident	153	3402	B	Death	2,000
2285	J. C. Pugh	Loss of Leg	53	387	B	Dis.	2,000
2286	J. R. Brooks	Jaundice	264	7826	A	Death	1,000
2287	T. J. Shannon	Loss of Leg	373	5137	A	Dis.	1,000
2288	R. H. Supple	Fell from Train	249	3347	C	Death	3,000
2289	Aaron Shell	Loss of Hand	139	4480	C	Dis.	3,000
2290	A. L. Moore	Cer. Hemorrhage	---	2729	B	Death	2,000
2291	C. A. Stewart	Dum. Paral'ca	60	143	D	Death	4,000
2292	C. S. Manahan	R. R. Injury	292	3041	A	Death	1,000
2293	E. F. Norton	Pul. and Int. Tub.	132	294	C	Death	3,000
2294	J. Gilbert	Bright's Disease	53	8059	A	Death	1,000

## NUMBER OF MEMBERS ASSESSED.

Series A, 8,324; Series B, 7,643; Series C, 5,542; Series D, 488; Series E, 66. Amount of Assessment No. 389 and 390, \$85,036.

## FINANCIAL STATEMENT.

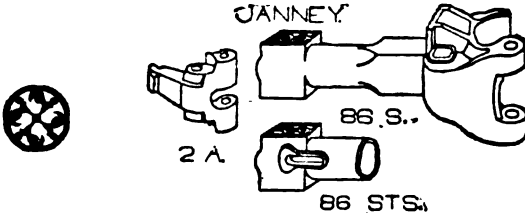
Received on Mortuary Assessment to Oct. 31, 1901	\$4,987,090.15
Received on Reserve Fund Assessment to Oct. 31, 1901	118,981.19
Received on Expense Assessment to Oct. 31, 1901	80,620.80
Received on Applications, etc., to Oct. 31, 1901	72,557.71
	\$5,259,249.85
Total Amount of benefits paid to Oct. 31, 1901	\$4,901,467.00
Total Amount of expenses paid to Oct. 31, 1901	149,294.44
Cash on hand Oct. 31, 1901, Mortuary Fund	85,623.15
Cash on hand Oct. 31, 1901, Reserve Fund	118,981.19
Cash on hand Oct. 31, 1901, Expense Fund	3,884.07
	\$5,259,249.85

## EXPENSES PAID DURING OCTOBER.

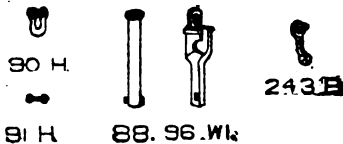
Fees returned, \$10.00; Sundry expense, \$11.87; Postage, \$681.00; Stationery and Printing, \$109.70; Salary, \$475.00; Mail List, \$20.00; Legal \$50.00; Dis. Ass't, \$18.00.  
W. J. MAXWELL, Secretary.

# THE JANNEY COUPLER

The **ORIGINAL** and **LEADING** M. C. B. Coupler. The cut here-with shows the detail parts of the Janney Freight Coupler, with the names and numbers of those parts, which should be used in making requisitions.



**MANUFACTURED  
ONLY BY**

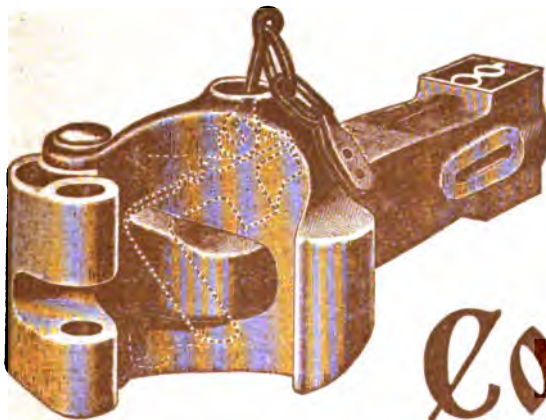


LIST OF DETAILS

No.	Name.	Material
2A	Knuckle.	Wooly
94S	Coupler Casting	Malle
86STB	"	Malle.
88	Knuckle Pin	Steel
90H	Clevis	Malle
91H	Clevis Pin	Malle
96WT	Locking Pin	Malle
243B	Trigger.	Malle.

Manufactured by  
**THE MCGONWAY & TORLEY CO.**  
Pittsburgh, Pa.

**THE MCGONWAY & TORLEY COMPANY,  
PITTSBURG, PA.**



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We always keep Piso's Cure for Con-  
sumption in the house for coughs and  
colds. The children beg for it. We have  
recommended it to our neighbors.

Mrs. J. T. BAARS.

Box 43, Augusta, Okla., Sept. 5, 1900.

Piso's Cure for Consumption cured  
my daughter of an awful cough which the  
whooping cough had left her with. I can  
say that it is the best remedy for coughs  
I ever used.

ADOLBERT C. PANGBORN.  
Conway, Mich., Sept. 17, 1900.









